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KODACHROME TIM LAB

RIO GRANDE K27 2-8-2 464, one of only two preserved "Mudhens," was steamed up on May 30, 1989, at the Huckleberry Railroad in Flint, Michigan. Shown on June 6, it is expected to become the railroad's regular power when ex-Alaska Engineering 4-6-0 152 goes in for overhaul in August 1989. Sister K27 463 is stored unserviceable at Antonito, Colorado. See page 40 for details.

Railnews

KODACHROME REID McNAUGHT

AFTER 30 YEARS in a Chehalis, Wash., park, Cowlitz, Chehalis & Cascade 2-8-2 No.15 has been restored. It is shown (right) pulling a mixed train on the Mt. Rainier Scenic Railroad on May 19, 1989. See page 40 for details.

KODACHROME VINCENT J. PORECCA

KODACHROME RICHARD P. CAMPBELL

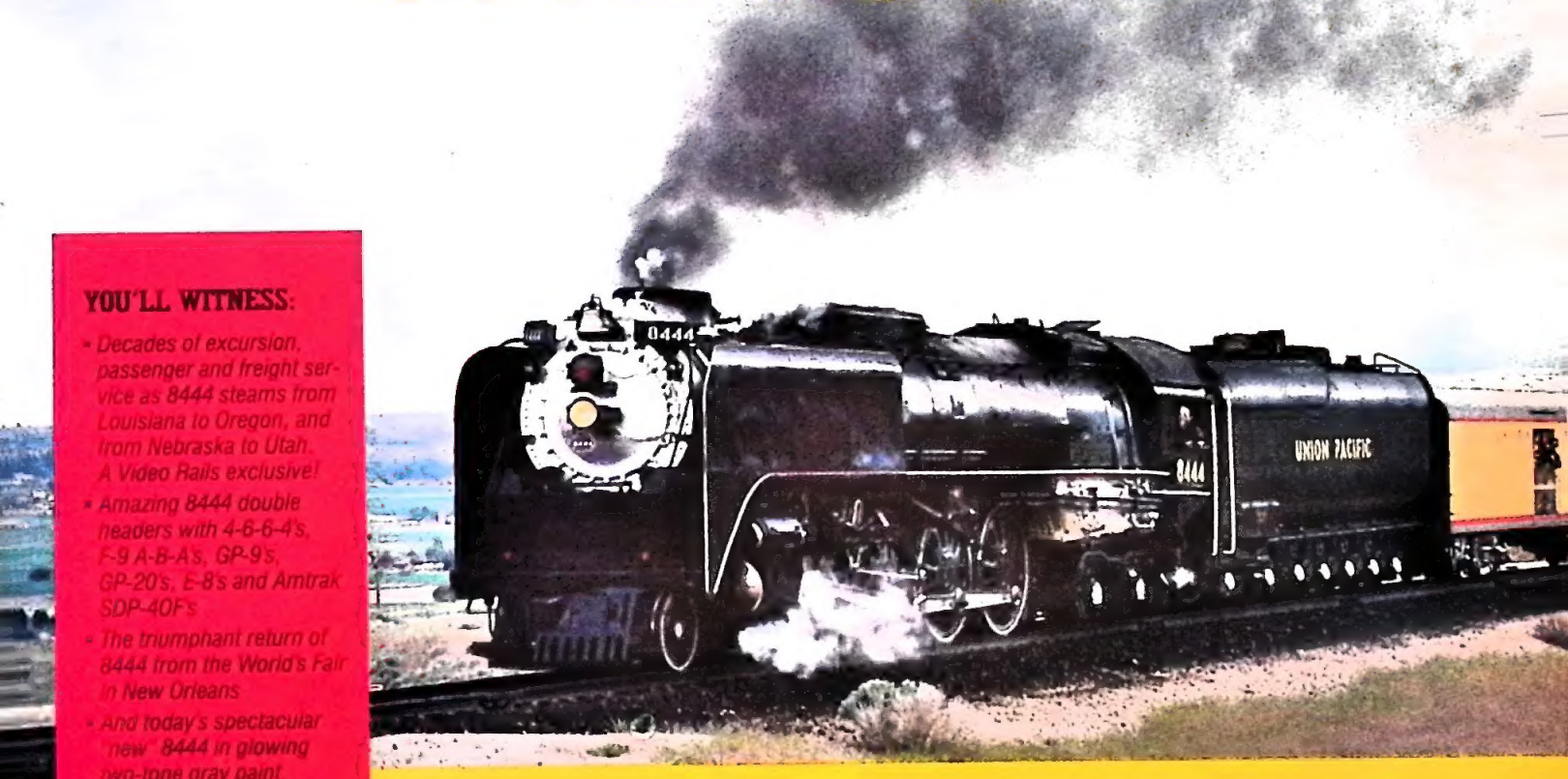
THE ARIZONA CENTRAL began operating a 38-mile AT&SF branch between Drake and Clarkdale, Arizona, in April 1989. AZCR's ex-AT&SF GP9m 2278 (above right) was at Clarkdale (40 miles southwest of Flagstaff) on May 18, 1989. Bound for the AZCR are two ex-WP GP7s from the Great Western in Loveland, Colo., where the 705 (above) was seen on May 22. See page 40 for details.

KODACHROME JOHN C. BENSON

FOX RIVER VALLEY bought 208 miles of former-C&NW trackage between Green Bay and Milwaukee, Wisconsin. Freshly painted FRVR SD24 2401 was at NRE in Dixmoor, Ill. (right) on May 27, 1989. See page 38.

THE PRIDE OF THE UNION PACIFIC

44 YEARS OF 8444



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Railnews

KODACHROME REID McNAUGHT

THE DESCHUTES CANYON provided a splendid setting for UP 4-8-4 8444 on an excursion for the Oregon Symphony Orchestra from Portland to Bend, Oregon, on May 21-22. Operating on UP's trackage rights over the BN's ex-SP&S line, the gray 4-8-4 was southbound atop the trestle at Madras on May 21. See page 38.

KODACHROME SAN BERNARDINO HISTORICAL SOCIETY / DON E TOLES

A TENDER MOMENT in the AT&SF 4-8-4 3751 restoration project occurred as the Central Valley Fire Department staged a fire drill (right) near the 3751 work site in Fontana, California, on April 22, 1989. See page 40 for details.

THE LAST GRAND TRUNK train to depart Portland, Maine, was crossing the Presumpscot River (below) on May 19, 1989, with CV GP9 4447. Emons Holding's St. Lawrence & Atlantic bought Grand Trunk's New England trackage on May 22. See page 38 for details.

KODACHROME DEAN ABRAMSON

KODACHROME A THOMAS

NORTH STRATFORD RAILROAD made its long-threatened last revenue run April 8, 1989, with Alco S1 959. See page 38.

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From the Publisher's desk: Interurban Days

Before World War II, most states and provinces were overrun with electric railway systems. The street railways provided service in the cities, sharing the roads with motor and horse drawn vehicles. The interurban lines generally ran on private right of way, ran at faster speeds, often ran as trains of two or more cars and were known to outspeed steam trains. Interurbans were cheaper to build than were the steam roads since they hugged the earth's contours and often had sharper curves.

Among states with notable interurban systems was Pennsylvania, and some still survive today as part of the SEPTA system serving the Philadelphia area: the Philadelphia Suburban Transit and the Philadelphia & Western. While the PST lines today have modern Kawasaki-built "LRVs" (Light Rail Vehicle is today's buzzword for streetcar), the P&W (featured in this issue) still uses boxy "Strafford" interurbans and 1931 Brill Bullet cars which are slated for early replacement with brand new ASEA-built equipment. Many of Pennsylvania's electric railways were 5'-2¼" gauge, assuring Pennsylvanians that their local electric railway wouldn't start running freight trains down their streets. Four notable exceptions were the Philadelphia & Western and the connecting Lehigh Valley Transit at Norristown, and the freight-hauling Laurel Line and Wilkes-Barre & Hazleton in the Scranton/Wilkes-Barre area.

The Lehigh Valley Transit was a railfan favorite with its cream-colored *Liberty Bell Limiteds*, which used high speed lightweight equipment bought from both the Indiana Railroad and the Cincinnati & Lake Erie for use on the Allentown to Norristown run with the cars continuing into 69th Street Terminal over third-rail-equipped P&W tracks. The LVT's ex-Indiana 1020 had two superb parlor type seats in the rear giving a great view of the passing scene. The LVT also had older heavyweight equipment including the famous wood No.812. Some were painted to match the *Liberty Bell* cars, but others retained the red of yesteryear along with LVT's local service streetcars. One famed 1951 fantrip used three of the heavyweights, which struggled to get up the LVT's grades. The LVT also offered trolley freight service in handsome monitor-roof cars painted bright red. The LVT freight motors could often be seen on a siding at the P&W shops near 69th Street along with a few LVT passenger cars. Towards the end, LVT cars terminated at Norristown as the P&W protected itself against LVT's deferred maintenance.

The WB&H quit operations in 1933 with the LVT continuing into the 1950s. The Laurel Line gave up electric operations around the same time. Railfans who have never savored a real live interurban in operation should plan an early visit to Philadelphia, where they can still ride one of the fabulous Brill-built aluminum Bullet cars and maybe get there enough to catch the last Strafford in passenger service. Indeed, weekends are the best time to catch the true interurban flavor as there are enough Bullets to usually cover the complete Saturday and Sunday schedules. This is a last chance to ride equipment in regular service which represents a bygone era in North American railroading.

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Cover

A "trolley" shot on the cover of R&R? Not only that, but it's a going-away back shot! The scene is Villanova Junction on SEPTA's Norristown High Speed Line on May 29, 1987, as 1931-built Brill Bullet 209 heads toward Norristown. Don Kaplan begins his two-part story on this incredible Philadelphia time machine on page 42. Kodachrome: Donald R. Kaplan.

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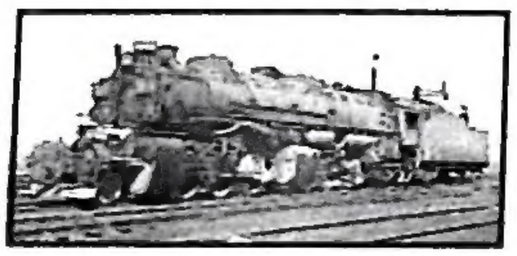

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Fanmail

E6 or E4?

In reference to the photo on page 64 of the July '89 issue, when I visited the World's Fair on August 12 or 13, 1940, I noted the builder's plate on Seaboard 1940 as EMC No.974 1/24/40. This, according to various rosters was SAL 3014.

Some sources list the 3014 as built in 11/39, but in either case it could not have been there in the summer of 1939.

Since this was the first E6A built, the unit at the 1939 Fair must have been an E4A.

LAURENCE I. BEAKE
Melorse, Mass.

We checked this through various rosters and came up with all sorts of conflicting information. Apparently EMC changed both the numbers and builders plates on the units involved, so the built dates are suspect. Photos of the 1939 unit rather clearly show that it did not have the characteristic fold-out front door that was applied to the E4s—J.B.

Canadian Corrections

A few errors crept into the report on branch line exchanges in western Canada that appeared in the July 1989 RAILNEWS. On page two the photo caption should read "by May of 1989" rather than "in May of 1988." At least one of these exchanges took place as early as 1985, so it is incorrect to say that the lines were traded "in May of 1988" as the current caption does.

Also, there were two other errors made. The most important of these is that the former Canadian Pacific Colonsay Subdivision trackage between Dilkie and Amazon, Sask., is now the Canadian National's Imperial Subdivision.

Finally, when the CP took over the portions of the CN's Dodsland and Gravelbouro Subdivisions, only 90.3 miles of ex-CN trackage was abandoned, not 163.6 as stated in the news item. All four exchanges allowed the removal of 163.6 miles of line, about equally divided between the two systems.

CHARLES W. BOHI
White River Junction, Vt.

CPR Road Switchers and Garratts?

There is a minor correction to be made to Bruce Owen Nett's otherwise excellent series on the CPR/CAR across Maine. The RS23 mentioned on page 50 in the June issue is not a "heavy-duty switcher," but a road locomotive in its own right with the 752 road-type traction motors, roller bearings and 950 (Imperial) gallon fuel tank; apparently the six cylinder in-line 251 engine is the best engine ALCO/MLW ever made. We have the heavy version in eastern Canada (233,000 pounds). In usage the RS23s are true road-switchers, unlike most "road switchers" which are more accurately road locomotives, a distinction CP Rail recognizes in the prefixes of its locomotive classifications (e.g., DRS vs. DF).

I have stories about the overnight passenger trains from just the 1970s to fill out several articles—and maybe get a few people arrested too. Some things can be told, however.

In the 1970s road switchers were regularly (not necessarily daily) ferried from Montreal through to Saint John on the passenger trains, ahead of the passenger cars. These units had through steam lines, so no problems there. Once my train included four road switchers behind the E8A to make five locomotives on a four car train. The stops were rough; something to do with all that braking power up ahead, I expect.

In the same period a modern steel van (caboose) was regularly tacked onto the eastbound passenger at McAdam, N.B. On the occasion just mentioned, I got a good going-away photograph of the strange consist (one E8A, four road switchers, four passenger cars and a caboose) at Fredericton Junction, where I got off—and guess which roll of film I irrepairably scratched while developing it.

To save turning the train at Saint John, CP Rail fitted the domes of two Skyline cars, 505 and 515, with walk-over seats. They looked awful but were far more comfortable than the normal dome seats. The *Hearne Manor* was one of the regular cars. I've probably slept in every one of its lowers (westbound) and roomettes (eastbound).

In the 1960s the CPR moved containers on the overnight passenger trains, again ahead of the passenger cars. The container cars were cut-down heavyweight sleepers. Why not? They came with steam lines, etc. I am told the loads were westbound fish and that the freshness of the product became apparent to passengers detraining at Windsor Station as they walked by the cars to the station concourse.

Going further back in time, there is an ob-

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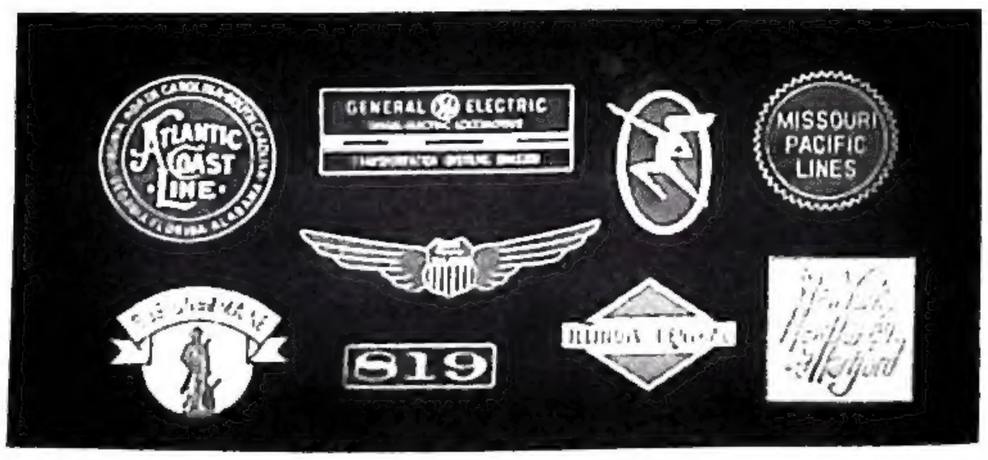

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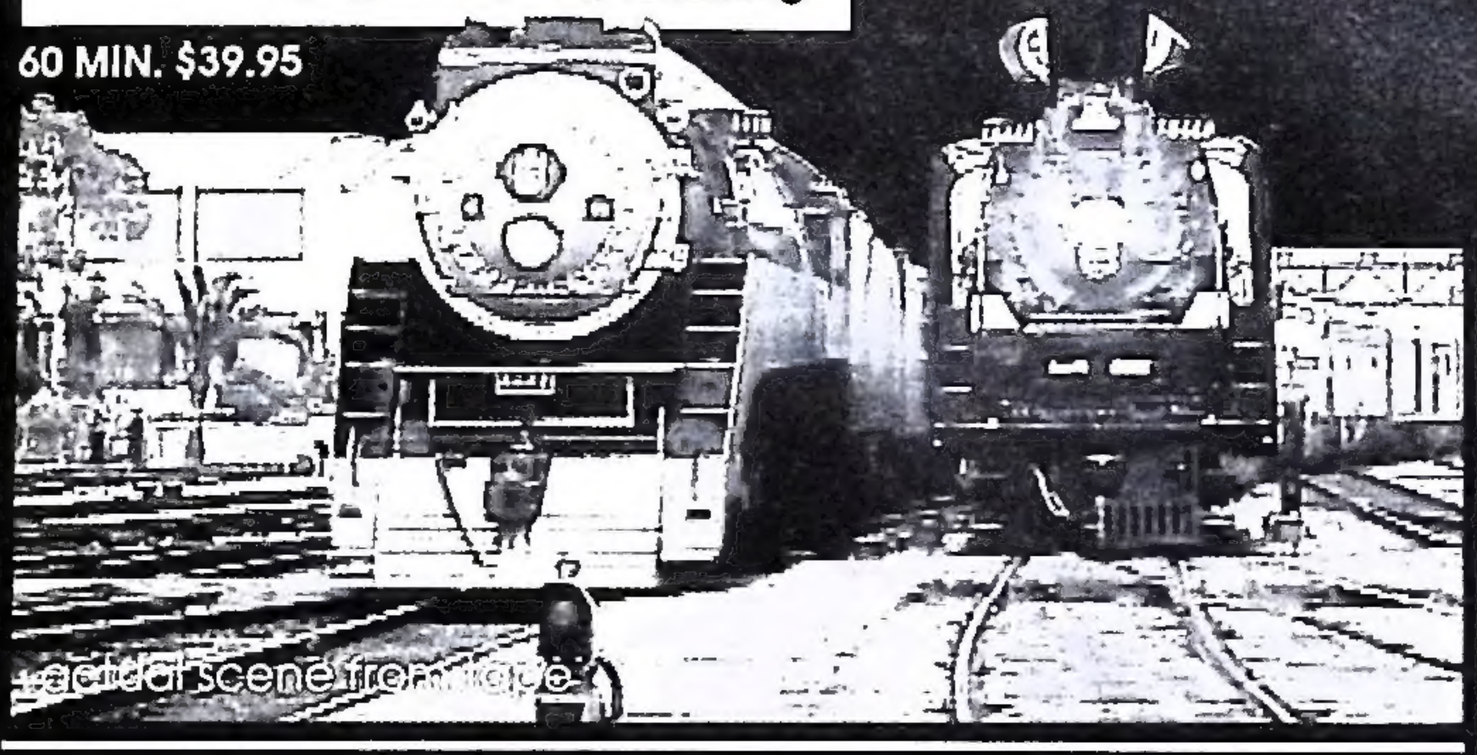

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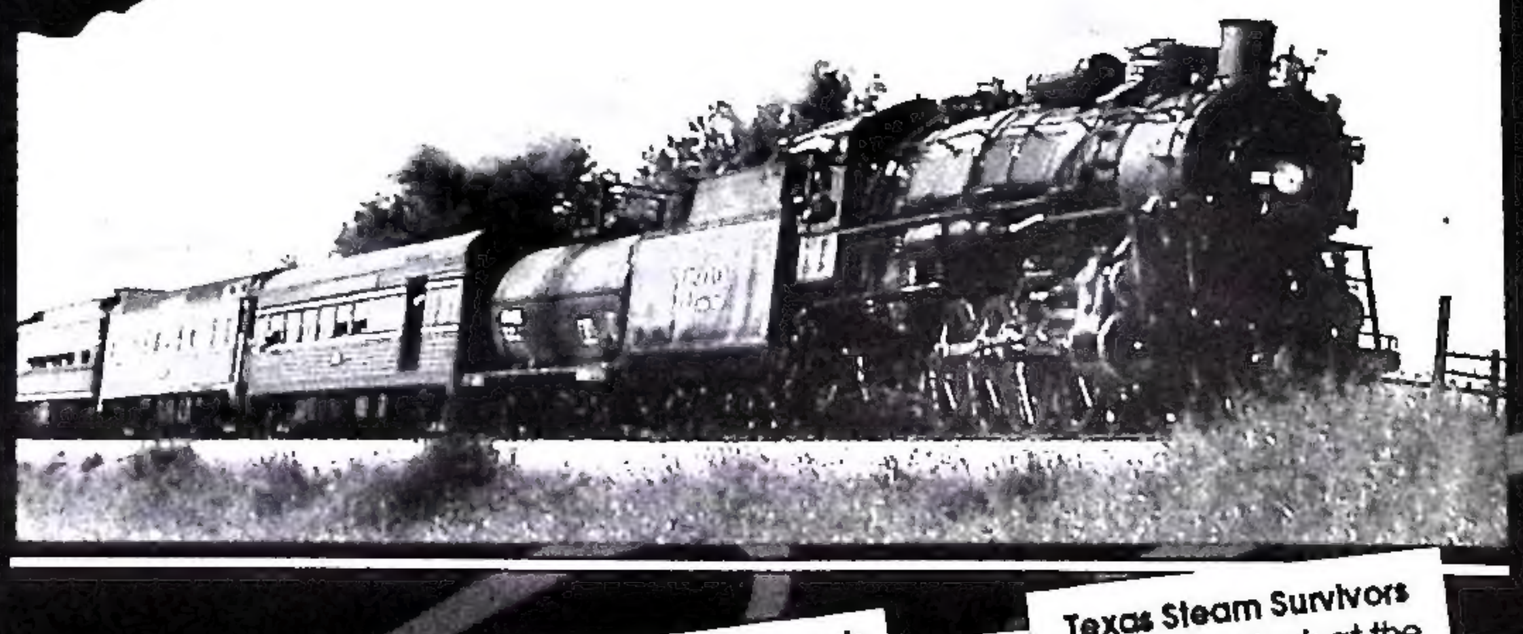

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scure reference in Omer Lavallée's *Canadian Pacific Steam Locomotives* (page 179): "At about this time (1927), the CPR considered acquiring locomotives of the Beyer-Garratt design, reportedly to be used in freight service between Montreal and . . . Saint John."

I wrote Mr. Lavallée about this, asking for more details and describing how my continuing speculations about a CPR Garratt for modeling purposes had come to suppose a 4-6-2+2-6-4, resplendent in maroon and gray, black too of course, with yellow and red and white and brown trim, and, and, and . . .

Unfortunately Mr. Lavallée could tell me little more than was already in his book. He did say (private correspondence, 1986) that "they seem to have been considered in lieu of replacing the two big bridges at Ship Pond and at Wilson's Stream." The heaviest locomotives permitted over these old bridges were D10 4-6-0s, M4 2-8-0s and G1 and G2 4-6-2s. "And therefore," he continued, "if I had to stake my life on it, I would say that a 4-6-2+2-6-4 would be probable," the same as I concluded but from a different perspective.

The idea is not at all as ludicrous as it may at first seem. A Garratt of any wheel arrangement doubled will negotiate any trackage a steam locomotive of a comparable single wheel arrangement would. A 4-6-2+2-6-4 would have been a fast freight and passenger locomotive. The CPR replaced the bridges instead—damn!

And speaking of Garratts, the friend who nurtured my interest in Garratts rode RhB trains to school in Switzerland. He said the Krokodil type discussed in that same June issue was simply an "electric Garratt." Once whilst on Army maneuvers he saw one belly-up, 'way, 'way down there, down the slope. He passed by again a few months later and the locomotive had been recovered.

GORDON D. JOMINI
Fredericton, New Brunswick

CP Rail in Maine

I enjoyed the article on CP Rail's route through Maine in your June issue. However, there are two parts that caught my eye. The *Atlantic* did become the home of the E8s in the 1970s, but the 1801 never made it, since it was scrapped in October 1969. While on the point of a Montreal to Quebec City passenger train, she was involved in a head-on collision with RS18 8787 leading a westbound freight at Lachevrotiere, Quebec, on December 28, 1968.

Finally, it appears that someone has "touched up" the nose stripes of M636 4705 on the June '89 cover. I believe this was unnecessary since the 4705 happens to be one of the 4500 through 4700s that still has relatively good paint.

ROSS HARRISON
Ottawa, Ont.

∈ *As we were selecting the June cover, Bruce Nett sent an 11"×14" to CP Rail for their blessing. The CP felt that the 4705 wasn't clean enough to represent them on a magazine cover and had print retouched. Comparing the slide and retouched print of the same image, we agreed with CP and ran the print*—J.B.

Liked the Katy

Enjoyed reading the Katy article in July issue. Back in the late 1930s I ran on the MKT from St. Louis to Parsons on the *Katy Flyer*. I was assigned to the line as a Railway Mail Service clerk for a short while. Therefore I was surprised to see that you did not show as abandoned trackage the line from Bartlesville to Oklahoma City. We carried a through Pullman from St. Louis to Oklahoma City on the *Flyer*. I also might mention the branches to Columbia, Mo., and to Eldorado Springs, Mo. They, too, are abandoned.

Parsons in the early evening was a busy spot, what with the northbound train from Texas, the one from Oklahoma City, the one from Junction City and the one from Joplin all there almost at the same time. No.6 for St. Louis was the one I rode on. We had a short layover in Parsons as the trip took twelve hours each way with less than seven hours layover.

Always look forward to the magazine—helps keep a retired RMS clerk enjoying the former days.

A.L. ANDERSON
Kirkwood, Mo.

More on the Kroks

I was very much delighted to find a feature on our Swiss "Crocodiles" in your June '89 issue. I work for the Swiss Federal Railway and have been a railfan since I was about two years old. The first electric locomotives I saw

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then were the standard gauge De 6/6-class short Crocodiles mentioned in Mr. Nazarow's text. My uncle worked as an agent operator on the Seetal Line, and I visited him often. He lived in the station, which was a customary practice in our country then. Later on my parents would spend their vacation in the Engadine every year. There I became interested in the RhB Railway and the Grisons area. Unfortunately, I didn't take any pictures in those days when all the Crocodiles were still there on both gauges. Today, as I can afford traveling, I enjoy American railroads very much. Especially the Colorado narrow gauge, but also Canadian, Alaskan and Vermont railroads. I visit the Grisons very frequently, too.

May I take the liberty and add a few observations to your excellent article which might be helpful for potential visitors over here?

First, it is quite correct that none of the standard gauge Crocodiles remain in regular service. The "big" Crocodile that the SBB has kept as a museum piece works local freight trains on the north side of the Gotthard line out of Erstfeld, mostly only one day per week. Also, the private Oensingen-Balsthal-Bahn operates the last of the "Seetal" Crocodiles in freight service on a daily basis.

Second, The Landquart-Davas-Filisur line is not the original line to the Engadine Valley. The last portion into Filisur wasn't built until six years after the Albula main line from Thusis to Celerina and St. Moritz had been completed. Rather, a link was established between the Davos resort area and the Engadine line.

Third, for our camera buffs, getting picture of the Landwasser Viaduct is in no way strictly an afternoon job. I and many other photographers got their nicest shots in the morning when the northbound local freight from Samedan to Thusis passes over it.

Fourth, the "Crocs" are very old, but the oldest locos (or "motors" in American English) the RhB has on its active roster are the Ge 4/6 boxcabs built in 1914, although I understand only one remains.

Fifth, for the benefit of the serious photographers, that the best spots can be reached if one puts on sturdy hiking boots and walks. Hiking is the No.1 Swiss sport, and there are trails everywhere. Excellent topo maps tell you all the details.

Sixth, for this year's 100-year celebrations, the RhB is operating their very first steam engine, the No.1 *Rhaetia*. It was built in 1889 for the Landquart-Davos-Bahn. The railroad also owns several spectacular "plush & brass" parlor cars.

PETER GLOOR
Bachenbülach, Switzerland

Oops!

Thank you for printing my letter "About those runaways" on page 5 of the June issue.

Unfortunately, when I proofed this letter I missed one error. "SBD" in the eighth line should have been "ABD." Sorry for the goof.

GEORGE W. HOCKADAY
Sodus, N.Y.

Tower Preservation Fund

We have recently formed a non-profit group known as Tower Preservation Fund, Ltd. (P.O. Box 1368, Eau Claire, Wisconsin 54702-1368). The group is raising funds to relocate the C&NW interlocking tower presently protecting the Wisconsin Central cross-

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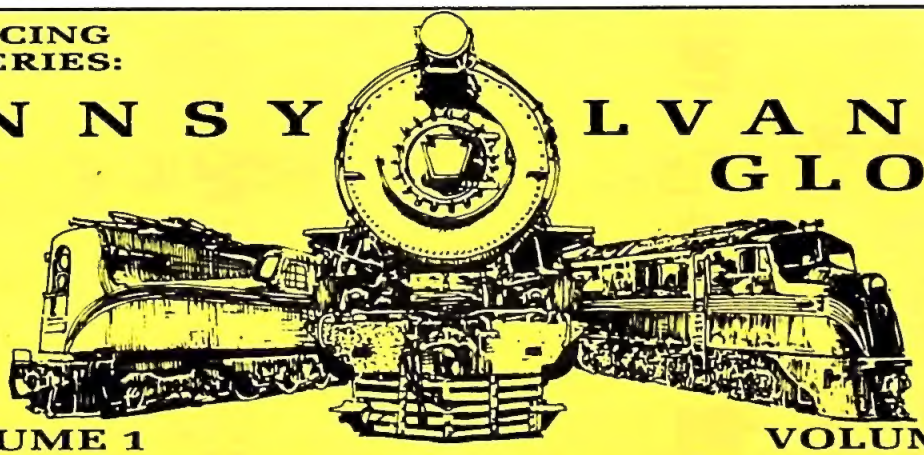

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5125 OREGON MAIL—UNION PACIFIC RAILROAD "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness and Enduring Friendships"—*artist Howard Fogg*

5117 A SOO LINE CHRISTMAS EVE "May Christmas bring Friends to your Fireside, Peace to your Pathway, and Good Health throughout the New Year"
—*artist Mike Danneman*

5096 HOME FOR CHRISTMAS "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch... Merry Christmas and Happy New Year!"—*artist Jodie Boren*

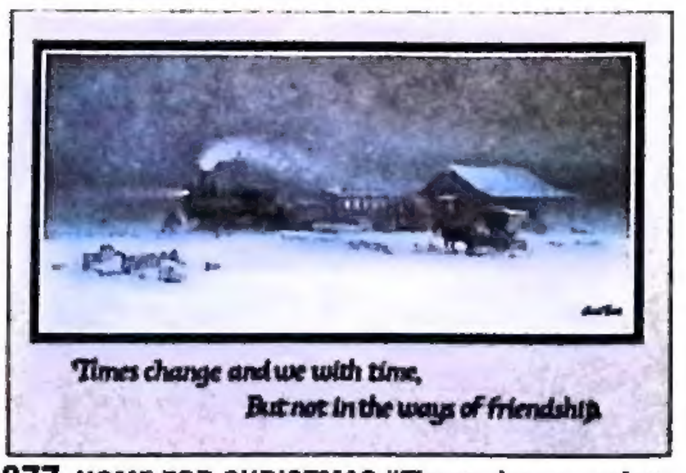
5116 UNION PACIFIC 844 "Merry Christmas and a Happy New Year"—*artist Mike Danneman*

5124 RIO GRANDE TO OURAY "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—*artist Jan P. Rons*

5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"—*artist Howard Fogg*

5123 BRUTE FORCE—PENNSYLVANIA RAILROAD "Merry Christmas and a Happy New Year"
—*artist Howard Fogg*

5122 THE PAUSE OF THE COMMODORE VANDERBILT "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"—*artist Gilbert H. Bennett*



5077 HOME FOR CHRISTMAS "Times change and we with time, but not in the ways of friendship." Let us keep Christmas holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"—*artist Carl J. Smith*

5034 THE GREAT DAILY RACE OF THE BROADWAY AND CENTURY "Merry Christmas and a Happy New Year"
—*artist Howard Fogg*

5076 "Joy is the Spirit of Christmas—Peace is the Hope of the World" May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Jodie Boren*

5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"—*artist Mike Danneman*

5066 THE AMERICAN ON A HOLIDAY RUN "Never a Christmas morning, never an old year ends...but someone thinks of someone, old days, old times, old friends." "With every good wish for a Merry Christmas and a Happy New Year"—*artist Gil Reid*

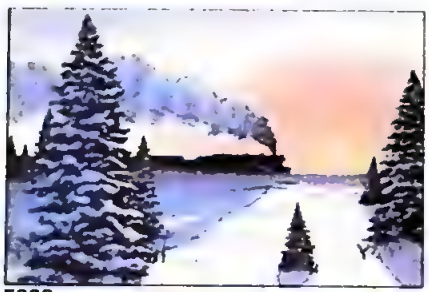
5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch... Merry Christmas and Happy New Year"—*artist Carl Smith*

5126 NEW YORK CENTRAL NEW ENGLAND STATES "Merry Christmas and Best Wishes for a Happy New Year"—*artist Mike Danneman*

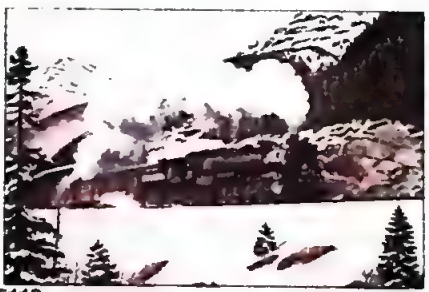
5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—*artist Howard Fogg*

5118 SNOW ON THE DIVIDE "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"
—*artist Gilbert H. Bennett*

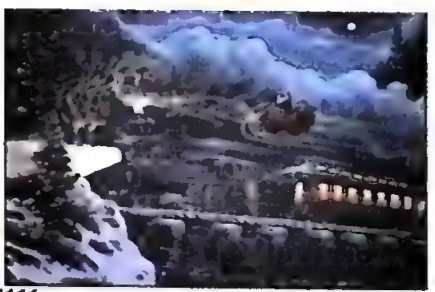
5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"—*artist Howard Fogg*



5090 SOO LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Mike Danneman*



5110 MONTANA MAIL—GREAT NORTHERN RAILWAY "Merry Christmas and a Happy New Year"
—*artist Howard Fogg*



5111 THE CHRISTMAS EVE EXPRESS "Merry Christmas and a Happy New Year"—*artist Mike Scovel*

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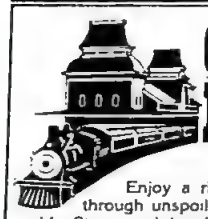

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ing in Eau Claire. Though still in service, it is no longer staffed continuously, and considerable uncertainty regards its continued operation. The tower was constructed in 1896 to Milwaukee Road standards, as the Milwaukee had joint operations with the WC predecessors until it abandoned Eau Claire service March 31, 1980. Plans call for its relocation to a city park. Besides its importance in local rail and economic history, evidence indicates one of the first all-electric interlocking machines was installed there in late 1901.

We placed a classified ad in the September issue (*see page 71—ed.*) selling duplicate slide sets to raise funds. Any questions or donations may be sent to the above address.

NEIL F. NOWAK
Eau Claire, Wisc.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1989 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

August 5, 1218 Winston Salem, N.C., to Roanoke circle trip, diesels return (SBM).

September 16, 611 *Powhattan Arrow* Commemoritive Trip, Roanoke to an undetermined destination (RCN); **September 23**, 611 Bluefield to Cedar Bluff and return (PCNH); **September 29**, 1218 one way Charlotte, N.C., to Roanoke (DP); **September 30**, 1218 Roanoke to Lynchburg and return in morning and Roanoke to Walton and return in afternoon (RCN); **September 30**, 611 Cincinnati to Danville, Ky., and return (CRC).

October 1, 1218 one way Roanoke to Charlotte, N.C. (DP); **October 1**, 611 Cincinnati to Danville, Ky., and return (CRC); **October 7**, 611 one way Lexington, Ky., to Chattanooga, Tenn. (BGM); **October 7**, 1218 Alexandria to Lynchburg, Va., and return (WACN); **October 8**, 1218 Alexandria to Front Royal and return (WACN); **October 8**, 611 one way Chattanooga, Tenn., to Lexington, Ky. (BGM). **October 14-15**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM). **October 14-15**, 1218 Alexandria to Front Royal and return each day (WACN). **October 21-22**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 21-22**, 1218 Charlotte to Asheville, N.C., and return each day (PCCN). **October 28**, 611 Atlanta to Toccoa, Ga., and return (ACN). **October 29**, 611 Atlanta to Chattanooga and return (ACN). **October 28-29**, 1218 Asheville to Barber, N.C., and return (ASHV)

November 3, One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN). **November 4**, 1218 Atlanta to Chattanooga and return (ACN); **November 5**, 1218 Atlanta to Toccoa, Ga., and return (ACN). **November 5**, 611 one way Chattanooga to Greenville, S.C. (GVN); **November 11-12**, 1218 Birmingham, Ala., to Chattanooga or Columbus, Ga., and return (HOD); **November 18-19**, 611 Jacksonville, Fla., to Valdosta, Ga., and return (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Ashville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406, (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (LTC) Lionel Train Collectors Society, 3702 Greenbriar Dr., Columbia, SC 29206; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 22753, Charlotte NC 28220; (PCNH) Pocahontas Chapter NRHS, P.O. Box 151, Bluefield, WV 24701; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke VA 24032, (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Chapters NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707;

OWEGO, NEW YORK, Through December 1989. The Tioga Central Railroad will offer a variety of diesel-powered trips over its former Lehigh Valley line during 1989. "Museum Trail" trains operate on weekend afternoons round trip Flemingville to the Newark Valley. Originating at Owego, dinner trains run Sat. and Sun. evenings plus a Sat. breakfast train; reservations are recommended. For a timetable, dining car menu and schedule of events, contact Tioga Central Railroad Excursions, P.O. Box 490, Owego, NY 13827, or call 607/687-0990.

WHITE PASS & YUKON in 1989 will operate railroad excursions from Skagway, Alaska, to Fraser, B.C., with connecting bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains operate daily through September 22. Contact: The White Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840; 800/343-7373 or 907/983-2217.

"Summit Excursion," Skagway to White Pass, Alaska., and return. Departs Skagway at 9am and 1:30pm returning and 11:45am and 4:10pm respectively. Fare $67 round trip, kids 12 and under $33.50.

"Through Service" leaves Whitehorse at 8:30am (Yukon time) and arrives Skagway 11:59pm (Alaska time); departs Skagway at 1pm and returns to Whitehorse 6:30pm. Trains operate Skagway to Fraser where connecting bus service is offered to Whitehorse. Fare $89 each way, kids 12 and under $44.50.

"Chilkoot Trail Service" operates mid-June through mid-September with trains between Skagway and Fraser with connecting bus service to Bennett on Lake Bennett, B.C. Fare $67 each way, bus only is $22 each way.

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Research by Omer Lavallée, chief archivist for the Canadian National (retired) and noted Canadian steam authority, Norm Herbert. 25 minutes

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"THE C&T IN '73"

In the Fall of 1973, the Cumbres & Toltec was only two years old. It was a very *different railroad* than today. Double headers were the norm, and no passenger cars existed. Covered in this tape is mike number 483, now out of service. Mike 487 also helps out sporting it's snowplow for these runs. A Fall *color* 16 mm bonanza! 46 minutes

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BYTOWN RAILWAY SOCIETY is sponsoring the following steam excursions featuring ex-CPR 4-6-2 1201 and its vintage train. For reserved seat tickets write Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Canada, K1N 8V1, indicate choice of open or closed window seating.

August 5 "The Highlander" 160-mile all day trip on CN main line and freight-only spur, departing from National Museum of Science & Technology (in Ottawa) at 10am. Round trips Ottawa-Hawkesbury $55, Ottawa-Maxville $40, Maxville-Hawkesbury $30.

October 1 "The Autumn Valley Express" 180-mile all day trip up Ottawa Valley to Pembroke on CN freight main line, with runbys. Price $55, departs from NMST at 9am.

THE DALLES, OREGON, August 11-13. The Spokane, Portland & Seattle Railway Historical Society's 1989 Annual Convention will be held at the ExecuLodge in The Dalles. Program theme will be "Wishram, Washington, and the Oregon Trunk Railway in the Deschutes River Canyon." Trips to Wishram and up the Deschutes River Canyon, plus slides, movies and more. Contact: Walt Grande, Convention Chairman, 4243 SW Admiral Street, Portland, OR 97221, 503/246-3254.

STEWARTSTOWN, PENNSYLVANIA, August 12. Stewartstown Railroad Photo Special running the entire SRR to Hyde via New Freedom and return with GE 44-tonner No. 10 and rare EMD SC8 No.11 powering a train including a restored Pennsy N8 caboose. Photo runbys at Hanover Jct., Deer Creek, New Freedom and Howard Tunnel. Fare of $25 includes box lunch. Contact: Stewartstown Railroad, P.O. Box 155, Stewartstown, PA 17363; 717/993-2936 or 717/235-7797.

CHAMA, NEW MEXICO, August 19. Round trip Moonlight Train Ride between Chama and Osier, with afternoon meet at Lobato, photo runby at Coxo, steak dinner at Osier and moonlight ride back to Chama. Free slide show will be held in Chama on August 18. Tickets sold on first-come, first-served basis, and are non-refundable after August 1. Adults $40, children $20. Contact: Friends of the Cumbres & Toltec Scenic RR, 7801 Acadamy NE, Bldg. 2, Suite 102, Albuquerque, NM 87109.

HARLOWTON, MONTANA, August 25-26. Third annual meeting of MILWEST, an organization of modelers, historians, former employees and others who share an interest in the former Milwaukee Road, primarily the "Lines West." Contact: Ron Hamilton, Secretary, MILWEST, 532 S.W. Rimrock #3, Redmond, OR 97756.

OELWEIN, IOWA, August 26-27. Railroad Heritage Days featuring open house at C&NW shops (Saturday only) and tour of railway museum. Contact: Hub City Heritage Corp., 6 South Frederick, Oelwein, IA 50662; 319/283-1664.

HONESDALE, PENNSYLVANIA, through August 27. Stourbridge Line Rail Excursions for 1989 will feature BL2 No 54 and 25 miles of scenic trackage through Wayne and Pike counties: **August 12,** Bavarian Festival Train; **August 27,** Summer Excursion. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431. Phone: 717/253-1960.

WISCONSIN SPECTACULAR, September 1-4. All Pullman, private car special covering all operable routes of the Wisconsin & Calumet. Depart Chicago September 1 and travel on former MILW, IC and Soo trackage through Prairie du Chien, Wis.; Freeport, Ill., and Waukesha, Wis. Roomette $895, bedroom $795, per person. Contact: Yankee Clipper Rail Tours—High Iron Travel, Box 100, West Lynn, MA 01905; phone 617/876-9472; or High Iron Travel, P.O. Box 15273, Washington, DC 20003.

TOPEKA, KANSAS, September 2-4. Topeka Railroad Days '89, exhibitors, memorabilia and model trains welcome. For brochure phone 913/232-5533, or write Topeka Railroad Days '89, 820 SE Quincy, Topeka, KS 66612.

PERE MARQUETTE 1225 TRIPS, September 2-4, October 14-15. Short trips on TSBY between St. Charles, Owosso and Chesaning, Michigan. Air conditioned coaches and low fares. To be assured of a ticket, order by mail. Contact: Shiawassee Valley Railroad Company, P.O. Box 665, Owosso, MI 48867.

RUSK, TEXAS, September 9-10. Texas State Railroad's Railfan Weekend sponsored by the 610 Historical Foundation featuring steam-powered mixed train along with regular passenger trains, photo runbys, night session with T&P 610 and 316, barbecue supper, shop tours and more. Tickets $50, reservations required. Contact: 610 Foundation, P.O. Box 619, Rusk, TX 75785.

BLUEWATER MICHIGAN CHAPTER 1989 schedule. Contact (LSSAE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

September 9, Wine & Harvest Festival train between Birmingham and Kalamazoo on GTW.

September 9-10, Amtrak trip from Detroit, Dearborn and Ann Arbor to Marshall, Mich., Annual Historic Home Tour.

September 15-17, Three-day trip from Birmingham, Durand and Bay City to Mackinac Island and return.

CHESAPEAKE DIVISION RRE is sponsoring the following excursions. For tickets send SSAE to: Wes Vernon, Chesapeake Division RRE, 1605 Billman Lane, Silver Spring, MD 20902.

MIDDLETOWN, PENNSYLVANIA, September 9. Photog-

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CUMBERLAND, MARYLAND, November 3-4. Cumberland Railfans' Weekend. Saturday: South Branch Valley Railroad round trip departing Green Spring, W.Va., 8am, returning 5:30pm. Sunday: Allegeny Central Railroad steam round trip Cumberland to Frostburg, departing 10am, returning 3:30pm. Multiple photo stops on both trips Total fare $75.

ARKVILLE, NEW YORK, September 9. Delaware & Ulster Rail Ride and Railfan Day. Model railroad displays, railroadiana, photo runbys and special runs. All day passes Located on Route 28 in Arkville. For information phone 800/225-4132 or 607/652-2821.

INDIANAPOLIS, INDIANA, September 9. Sixth Annual Hoosier Traction Meet at the Holiday Inn, Union Station, 10am-10pm. Rare traction slides and movies, plus discussions. Following morning, visit Indiana Transportation Museum and O gauge garden railway of Dr Howard Blackburn. Contact: Hoosier Traction, 2958 Westridge Ave., Cincinnati, OH 45238; 513/661-0042.

VANCOUVER, BRITISH COLUMBIA, September 9-17. First Class Budd Car tour of the entire BC Rail system including the Tumbler Sub. All daylight tour includes trip, meals, transfers and overnight accommodations. Fares expected to be around $1400C single occupancy, $1250C double. $100C deposit will hold ticket, credit cards accepted Contact: West Coast Railway Association, P.O. Box 2790, Vancouver, BC V6B 3X2 Canada; 604/542-1011.

SP HISTORICAL & TECHNICAL SOCIETY 2nd Annual Northern California Meet, September 16 from noon to 10pm at Sonoma State College Commons, just south of Santa Rosa. Movies, slides, videos, guest speaker, swap tables, SP model and memorabilia display and modular layout. Accessible by Amtrak and public transit. For information send SSAE to: SP Meet, P.O. Box 2252, Rohnert Park, CA 94927.

RAILS TO THE RIVER 1989 TOURS. Day trip packages from Chicago to Quad Cities on the Mississippi River aboard special privately-chartered Amtrak Superliners for the following events: **September 16,** Civil War Muster & Mercantile Exposition in East Davenport; **September 30,** country feast & Swedish culture in Geneseo and Bishop Hill, Ill.; **October 21,** Augustana Alums Homecoming Day game. Also available on each trip will be river cruises, shopping and entertainment. Package tours cover meals, event admission, ground transportation and convenient stops in Chicago and Joliet. Contact: Rails to the River, 3716 14th Street, Rock Island, IL 61201; 800/383-0283.

CHEYENNE, WYOMING, September 16. Saturday excursion powered by UP 4-8-4 844 from Cheyenne to Denver and return. Fare $179 includes buffet lunch. Diesel powered excursion next day over Wyoming & Colorado ex-UP Coalmont Branch. Contact: Intermountain Chapter NRHS, P.O. Box 5181-TA, Denver, CO 80217.

NORTH CONWAY, NEW HAMPSHIRE, September 16. Annual Railfan's Day at Conway Scenic Railroad. Day-long events to include steam and first-generation diesel action on passenger, mixed and freight trains. Photo opportunities on 3.25% grade, mail bag pickup, four-way meet, night photo session. Extra train to Intervale. Model railroad open house, flea market, handcar rides and more. All day pass to grounds and all train rides only $14. Contact (SSAE, please): Conway Scenic Railroad, P.O. Box 1947, No. Conway, NH 03860-1947, or phone 603/356-5251.

LA GRANGE, ILLINOIS, September 16-17. EMD will celebrate the 50th anniversary of the development of its FT freight diesel locomotive with a public open house on Saturday and/or Sunday featuring equipment displays and tours. Details on days and times are not yet firm. Check this column next month for updated details.

CHAMA, NEW MEXICO, September 18-19 The "San Juan Express," a chartered freight train of vintage freight equipment, will run on Monday from Chama to Antonito and return on Tuesday over the Cumbres & Toltec Scenic Railroad. Fare $400. 40 photo runbys were held on last year's trip. Capacity is limited. Contact the San Juan Express, c/o Jim Trowbridge, 502 South Cody Street, Denver, CO 80226.

DURANGO, COLORADO, September 20 Ride the "Silverton Express" aboard private car *Nomad* and an open gondola from Durango to Silverton and return over the D&SNG. Fare $70 Contact The Silverton Express, c/o John Vivian, The Model Railroad General Store, P.O Box 10131, Burbank, CA 91510

CUMBERLAND, MARYLAND, September 22-24 Cumberland Connection '89, the joint convention of the Affiliation for B&O System Historical Research and the Western Maryland RHS. Tours of CSX Cumberland Shops, Allegany Central steam excursion and banquet dinner Flea market and slide presentations as well. Family rates available. Phone Dwight Jones (AB&OSHR) at 614/870-7315, or Lee Weldon (WMRHS) at 301/433-0027, or write Cumberland Connection '89 c/o WMRHS, Box 395, Union Bridge, MD 21791

CLINTON, IOWA, September 23. "Kate Shelley 400" round trip Clinton to Boone, Iowa, on C&NW with Amtrak Superliner or private car first class service. Chicago area and Cedar Rapids departures also available. For schedule and fares send an SSAE to: Iowa Association of Railroad Passengers, 1203 W. 11th St., Cedar Falls, IA 50613.

STRASBURG, PENNSYLVANIA, September 29-October 1. "Railway Preservation into the 90s" symposium at the Railroad Museum of Pennsylvania, with discussions from the nation's leading railway preservationists, curators and operators. All programs, Friday reception, Saturday lunch and dinner, Sunday breakfast, refreshments, tours and excursion included in ticket price of $125. Write early for information packet from: SYMPOSIUM, Railroad Museum of Pennsylvania, P.O. Box 15, Strasburg, PA 17579. Phone: 717/687-8628.

CUMBERLAND, MARYLAND, October 5-8. B&O Railroad Historical Society 10th Annual Convention at the Holiday Inn. Exclusive train ride, tours, model and photo contests, banquet. For details contact: B&O RR Historical Society, P.O. Box 13578, Baltimore, MD 21203; 301/592-7034.

BOSTON, MASSACHUSETTS, October 7-9. "Foliage International" chartered Amtrak excursion will cover 800 miles round trip from Boston to Montreal. Features two nights in Montreal with meals and tours including spectacular fall foliage in the Connecticut River Valley and the Laurentians. Convenient boarding locations in central and northern New England. Send SSAE to Mystic Valley Railway Society, Box 486, Hyde Park, MA 02136-0486, or phone 617/361-4445.

ROCKHILL FURNACE, PENNSYLVANIA, October 7-8. East Broad Top Railroad Fall Spectacular. Steam locomotives and gas electric car will operate extra movements, together with Shade Gap Electric Railway trolley. Station, roundhouse and turntable in operation daily. Passenger and freight trains will run both days. Special night train Saturday. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249, or phone 814/477-3011. Located off Pennsylvania Turnpike on U.S. Route 522.

ROCKHILL FURNACE, PENNSYLVANIA, October 7-8. East Broad Top Railroad Fall Spectacular with passenger and freight trains both days, plus a night train on Saturday only. Gas electric coach and Shade Gap Electric Railway will also operate. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

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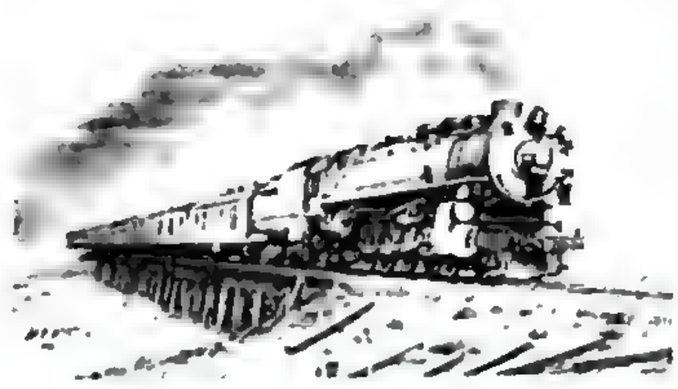

conducted by noted railfan Chris Skow. Contact them for specific information.

Peru, September 10-24. Inca Rail Adventure

South Africa, September 12-October 12. Steam Safari

Turkey, September 13-October 1. Anatolia-Tigris Express

Argentina & Paraguay, September 17-Oct. 5. Andes

The Alps, September 30-October 15. Four countries

Argentina & Paraguay, October 8-28. Best of Both

China Steam, November 1-21. Northern China

Chile & Argentina, Nov. 11-30. Steam, diesel, electric.

Guatemalan Adventure, Dec. 1-10. Steam and diesel

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are U.S. funds and include air, rail, hotel, sleeping compartments and all "dinners in the diner." For more details contact: GTRY Journeys, 803-A Kanuga Drive, Left Suite, Palm Beach, FL 33401, 305/940-TRIP, 24 hours.

Amtrak Trails, September 15-30, 1989, and January 6-22, 1990. 1000 miles a day at $58 per day.

South American Traingo, October 6-November 1. Two dozen runs on four track sizes in Chile, Argentina and Paraguay, including two steam runs, plus three electric suburban systems, engine houses and more. $2777.

Best of British Rail, August 20-September 4. Over three dozen runs on railways ranging from the world's earliest route to its fastest diesel Intercity 125s. See the London Underground, visit busy junctions and more. $1989.

New Zealand Narrow Gauge, February 2-19, 1990. Eighteen trains of summer for about 7000 km covering all passenger routes twice, mountain and seaside lines. $2777.

KIMBERLEY, SOUTH AFRICA, September 16-24. The "Great South African Steam Festival 1989" will feature an above average number of steam locomotives operating on the Kimberley to DeAar, Kimberley to Bloemfontein and Warrenton lines. "Footplate" permits will be available, night photo sessions, parallel running of steam locomotives on adjacent tracks, added passenger cars on "goods" trains and the increased use of different classes and prestige locomotives. Contact: Adriaan Rall, South African Tourism Board, Louverdis Building, Ground Floor, 2 Market Street, Private Bag X5017, Kimberley 8300; Tel. (0531) 3 1434/2 2657.

RAIL TRAVEL CENTER presents its 1989 rail tour schedule. Itineraries are extensive. For prices and details contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 800/458-5394 outside Vermont, or 802/527-1788.

September 19-October 2, Switzerland rail

September 23-October 7, Canadian polar bear explorer.

September 30-October 15, Northeast rail/canal cruise.

October 16-29, Canada/U.S. fall finale tour.

RAIL STUDY TOURS INTERNATIONAL, Suite 102, 1401 Wilson Blvd., Arlington, VA 22209 (703/998-2362), is offering the following tours:

Ecuador, Argentina & Paraguay, October 7-21. Visit and chase regular service steam by rental car. Approximately $2400 from Miami.

Indian Railways, November 11-December 3. Steam and general action on three gauges and in many places not on normal tours. $3200 from New York.

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Vietnam, November 4-16 or 18. Steam bash railtour.

Poland, November 4-11, possibly the last winter to chase steam across Poland.

China, December 23-January 2 or 9. Steam in six provinces for Christmas.

Sudan, January 18-31, 1990. Sleepers attached to steam powered freight.

RAILROADIANA MEETS

NEB&W OPEN HOUSES, Saturdays during 1989, 1:00-4:00 p.m. Railfan the New England, Berkshire & Western HO scale model railroad incorporating actual D&H/NYC/Rutland scenes including Troy (N.Y.) Union Station and D&H "Red Rocks." Admission $3.00 per person; not recommended for children under 12. Located in basement of Davison Hall Dormitory, RPI Campus, Burdette Avenue, opposite Troy High School. Contact: Joe Sagmore, RMRRS, Box 27, Student Union, RPI, Troy, NY 12181.

PENNDEL, PENNSYLVANIA, August 5, September 2 and October 7. Toy & Train Show and Sale, 8am-1pm at Penndel Firehouse Hall, Centre & Crescent Streets. Admission $2, tables $8. Contact Charles Gallus, P.O. Box 1036, Doylestown, PA 18901, phone 215/847-8794.

LYNCHBURG, VIRGINIA, August 12. Rail Day sponsored by Trains Unlimited and Lynchburg College, 9am-6pm, no charge. Contact: Jim Revell, 2016 Lakeside Drive, Lynchburg, VA 24501; 804/237-5642.

BOONE, NORTH CAROLINA, August 12. Model Train & Toy Show, Sheraton Appalachian Inn, 344 Blowing Rock Road, Boone, N.C. 10am-5pm, adults $2.50, 12 and under free. Info: Johnny Johnson, 3501 Windy Road, Concord, NC 28025; 704/782-1622.

DUBUQUE, IOWA, August 12. Illinois Central Historical Society Railroadiana Show & Sale for 10th Annual Meeting & Banquet, Dubuque Five Flags Center and Julien Inn Hotel in downtown Dubuque. Includes HO layout and movies 10am-4pm; free admission, banquet, movies and speaker 7pm-? Dealer tables $16. Contact (SSAE, please): D.G. Fraser, 205 Sundown Trail, Jackson, MS 39212.

MILBANK, SOUTH DAKOTA, August 12-13. Fifth Annual Trainfest featuring model trains, antiques, slide shows and rides on the Sisseton Southern. Contact Trainfest '89, Chamber of Commerce, 203 S. Main, Milbank, SD 57252; 605/432-6656.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640, sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784, 301/795-7447.

Philadelphia, Pennsylvania, August 12-13, Philadelphia Civic Center, admission $5.

Hempstead, Long Island, N.Y., September 30-October 1, Hofstra University.

ATLANTA, GEORGIA, August 19. Southeastern Railroadiana Collectors 12th Annual Sale & Trade Show at Georgia International Convention and Trade Center, south of Atlanta Intl. Airport, adjacent to Holiday Inn Crown Plaza 9am-4pm. Admission $3, tables $25. For info send LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

WOLFEBORO, NEW HAMPSHIRE, August 19-20. NMRA Seacoast Division and Wolfeboro Branch Railroad Club 13th Annual Model Railroad Show. Dealers, operating layouts, model and ladies handcraft contests. Kingswood Regional Junior High School Gymnasium & Cafeteria, South Main Street (Route 28). 10am-4pm Saturday, 10am-3pm Sunday. Adults $2, 50¢ children under 12, family max $5. Contact: David Collinge c/o Wolfeboro Campground, RR2 Box 500, Wolfeboro, NH 03894; 603/569-4876.

FORT WAYNE, INDIANA, August 20. Train & Collectable Toy Show (buy, sell, swap) at The Lantern, 4420 Ardmore, Fort Wayne, Indiana. 8' tables $10 in advance. Adults $2, 12 and under free. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809, 219/747-4485.

NEW HOPE, PENNSYLVANIA, August 26, September 23 and October 28. Toys & Trains and Collectibles Show, 8am-2pm at Firehouse Hall, Route 202 and Sugar Road. Admission $3, tables $9. Contact: Charles Gallus, P.O. Box 1036, Doylestown, PA 18901; phone 215/847-8749.

WALLINGFORD, CONNECTICUT, August 27. New York, New Haven & Hartford Toy & Train Meet, 9am-1pm, Zandri's Stillwood Inn, Exit 13 on I-91. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

HEMPSTEAD, NEW YORK, August 27. Long Island Train Meet at Knights of Columbus Hall, 83 Greewich St., Hempstead, N.Y., 9am-1pm. Adults $3, under 12 free. Contact: Ernie Knudsen, 516/691-7628 or 516/775-4801.

WICHITA FALLS, TEXAS, September 9-10. Annual Zephyr Days Railroad Show & Sale at the Wichita Falls Activity Cen-

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"The Morristown & Erie Railway" by Bob Pennisi $8.95
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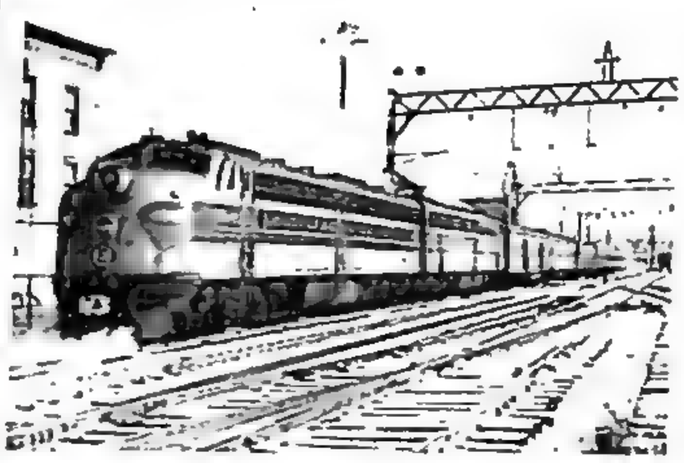

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HAWTHORNE, NEW JERSEY, September 10. Bergen-Rockland Chapter NRHS Railroadiana, Model Show & Sale 9am-3pm at Hawthorne Boys Club. Admission $3; $2.50 for early registration. Dealer info or early registration phone 201/768-8500, or write: Bergen-Rockland Chapter, P.O. Box 246, Montvale, NJ 07645.

ST. LOUIS, MISSOURI, September 16. McDonnell Douglas Railroad Club Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Free admission; tables $10 before August 31, $12 thereafter. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664.

TEMPLE, TEXAS, September 16-17. CENTRA-MOD presents the Texas Train Festival at Frank Mayborn Convention Center, 10am-6pm Saturday, 12-6pm Sunday. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Bob Winters, P.O. Box 2453, Temple, TX 76501.

PARSONS, KANSAS, September 16-17. Parsons Model Railroad Engineers 10th Annual Meet at Labette Community College Health & Science Building, 13th & Broadway. Adults $4 advance, $5 at the door; children $2; under 6 free. Train ride tentatively planned for Sunday. Contact: Bob Wintle, Jr., RR 4 Box 10, Parsons, KS 67357; 316/421-6271 (after 5pm).

HEMPSTEAD, NEW YORK, September 17. Long Island Train Meet at Knights of Columbus Hall, 83 Greenwich St. 9am-1pm. Buy, sell, trade. Adults $3, under 12 free. Contact: Ernie Knudsen, 220 Trouville Rd., Copiague, NY 11726; phone 516/691-7268, 516/775-4801.

TOY TRAIN COLLECTORS SOCIETY TRAIN SHOWS will be held at the following locations:

Oneonta, New York, September 17 at Southside Holiday Inn on Route 23, 11am-4pm. Contact: Ted Shults, 1 Otsego St., Oneonta, NY 13820; 607/432-6607.

Depew, New York, September 24 at Hearthstone Manor, 333 Dick Road, 11am-4pm. Contact: Ray Baher, 21 Princeton Court, Cheektowaga, NY 14225; 716/632-4918, or John Hedges, 160 Dexter Terrace, Tonawanda, NY 14150; 716/632-3771.

Endicott, New York, October 1 at Banquet Masters, 307 Washington St. (607/754-1858), 11am-4pm. Contact: Richard Baron, 94 Albany Ave., Johnson City, NY 13790; 607/770-8103.

JOLIET, ILLINOIS, September 17. Blackhawk Chapter NRHS Swap Meet at Harwood Post, American Legion, I-80 at Larkin Avenue (Exit 130) 9am-2pm. Free parking, $10 for tables, $1 admission. Contact Nancy Spitzmueller, 242 Lakeshore Lane, Bloomingdale, IL 60108; 312/806-7236 days, 312/894-4698 evenings.

EDMONDS, WASHINGTON, September 17. Swamp Creek & Western Railroad Club's 10th Annual Sooper Swap and Clinic at the Edmonds High School Cafeteria, 7600 212th Street SW. Adults $2, under 12 $1. Info and tables, contact: Roger Ferris, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

KITTANNING, PENNSYLVANIA, September 24. Central Armstrong Model Railroad Train Show at Kittanning Township Firehall, East Rte.422, 10am-4pm Adults $3, under 12 free Contact: James Boyer, RD 2, Box 133, Ford City, PA 16226; 412/763-8327

ALLENTOWN, PENNSYLVANIA, September 24 NRHS Lehigh Valley Chapter Railroadiana and Model Railroad Show & Sale, 10am-4pm at Dieruff High School, Washington & Irving Streets (2 miles south of U.S. 22 at Airport Rd. exit). Admission $2, $3 per family. Contact: Paul A Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530

GREENVILLE, OHIO, September 24. Tenth Annual All Train Flea Market, 11am-3pm at Darke County Fair Grounds. Admission $1, dealer tables $10 Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356.

PHILLIPSBURG, NEW JERSEY, September 30. Toys, Trains & Collectibles Show and Sale, 9am-2pm at Commodore Inn, Route 22 East. Admission $3, tables $10. Contact: Charles Gallus, P.O. Box 1036, Doylestown, PA 18901; phone 215/847-8749.

HARRISBURG, PENNSYLVANIA, September 30. Keystone Model Railroad Historical Society Annual Fall Train Meet at Zembo Temple, 3rd & Division Streets, 9am-2pm. Sale tables and operating railroads, plus skin care demos for women. Adults $3, teens $1, tables $8. Spouses of active train member organizations free. Contact: Dr. Barry Sherman, 4700 Union Deposit Road, Suite 210, Harrisburg, PA 17111; 717/545-2003.

RUTLAND, VERMONT, September 30. Rutland Area Railroadiana & Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Adults $2.50, ages 6-12 $1. Contact: N$uulo Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

LEESPORT, PENNSYLVANIA, October 1. Reading Company Technical & Historical Society 10th Annual Train Meet at Leesport Farmers Market, just off Route 61 on the north end of Leesport, 9am-3pm. Tables $8, adults $2, children $1, free parking. Trains of all gauges, test track, videos, outdoor flea market, chicken barbecue, BM&R rides and more. Phone 215/777-2053. Order tickets and/or tables from: "Train Meet," RCT&HS, P.O. Box 15143, Reading, PA 19612-5143. Make checks payable to Rdg. Co. Tech. & Hist. Soc.

HANOVER, PENNSYLVANIA, October 1-29. Railroad Art & Photography Show/Sale Fridays, Saturdays and Sundays 10am-5pm, 32 Carlisle St., Hanover, PA 17331; 717/632-0982. Free admission. Paintings, photos and railroadiana displays.

R&R's 1989 "Cover One" Photo Contest

Get your photo on the front cover of the December 1989 RAILFAN & RAILROAD by entering our 1989 "Cover One" contest. Choose your favorite color slide or photo of any rail subject that fits the vertical format of our cover, leaving room for the title at the top. See June 1989 MARKERS for details. Slides or glossy color prints are suitable. The closing deadline for entries is August 15, 1989, so interested photographers should act now. The First Place winner will be on the front cover of the December 1989 R&R, and a selection of runners-up will also be published in that issue. Cash prizes will be awarded: $200 for First Place, $100 for Second Place and $50 for each of a selection of runners-up. The judges will be the R&R editors, and their decisions will be final.

Remember, all entries must be in by August 15, 1989.

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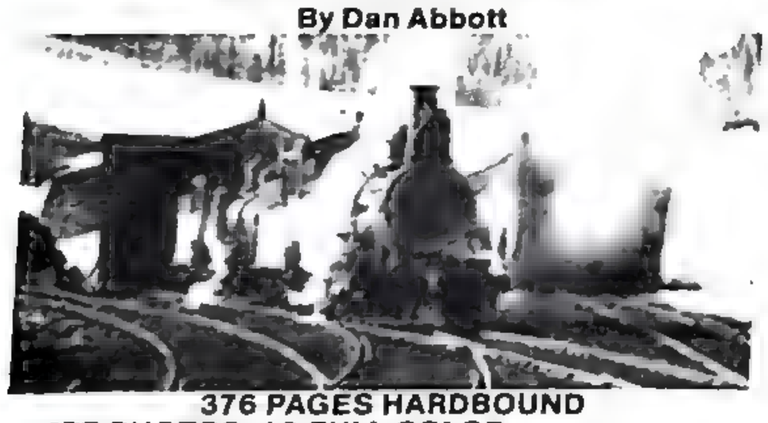

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BY JIM BOYD

KODACHROME J.M.BOYD LIGHTING GREG NAZAROW, KEN HOUGHTON and J.M.BOYD

WITH FLASHBULBS no longer available, new lighting techniques will have to be developed if we are to continue to be able to do group night photo sessions like this one at Brownville Junction, Maine, on June 2. A shortage of big-Number 2 bulbs caused this one to be done with the smaller Press 25s. Because the F3's batteries had been disconnected, the headlight and cab interior were lit with flashbulbs, and a hand lantern illuminated the number board. Bangor & Aroostook's last F3, the 42 was recently retired from service and is for sale. It was displayed at Brownville Junction's celebration of the Centennial of the opening of the Canadian Pacific's line across Maine (see page 65).

No More Flashbulbs!

For the past several years the only manufacturer in the United States of flashbulbs has been GTE/Sylvania. Their only real competitor prior to that time had been General Electric, which stopped making flashbulbs about a decade ago. Because virtually all the modern consumer cameras have gone with built-in or add-on strobes, the market for flashbulbs has been a dying one.

But although they were not always in stock through distributors and retailers, flashbulbs could, indeed, be purchased from GTE/Sylvania, which would do a production run once or twice a year from their plant in Montoursville, Pennsylvania. This was particularly true of the big household-lightbulb-size Number 2 and Number 3 lamps that we have become addicted to using for group night photo sessions at railfan weekends and fantrip affairs. With a combination of Number 2s and 3s we were able to light up everything from the Richmond Triple Crossing to the Blue Mountain & Reading's Pennsy E8s and the SP *Daylight* at Klamath Falls. Kodachrome 64, f5.6 and a box of flashbulbs could handle almost anything that would sit still long enough for a portrait. O. Winston Link used the same type of bulbs for his N&W work back in the 1950s, and with his synchronization equipment, the trains didn't even have to *stop* for a portrait.

By last winter we had used up most of our supply of flashbulbs and put in an order with our local camera shop to restock through the New Jersey distributor who had always come through for us in the past. Word came back that bulbs were out of stock but that another production run was expected in the spring. As Cass Railfan Weekend and the Los Angeles Union Passenger Terminal events were nearing, we began to put pressure on the distributor. He had a dozen 60-bulb cases of Number 2 clears on order for us, but what showed up was only four cases—and some unsettling news.

The distributor said that this was all he could get and that there would be no more produced ever again.

John Gallagher of Michael Photo in Newton got on the phone and confirmed the news through the Sylvania office in Danvers, Massachusetts. Further checking revealed that GTE/Sylvania had made only a partial run of bulbs in late February or early March and then shut down the line in Montoursville without being able to fill all the standing orders for bulbs. Within a matter of weeks the production machinery was crated up and put into storage with no intention of reassembling it in the foreseeable future.

Oh well, we had gotten along for years with the smaller egg-sized Press 25 bulbs at f4 and could always go that route again.

No way.

The news from Sylvania was that they would produce no flashbulbs *of any type* larger than flash cubes and mini-bulb bars for the pocket cameras, and even those were living on borrowed time. Among the types of bulbs discontinued were the M3s, Press 25s, Number 2s and Number 3s in both clear and blue versions of each. The prices had been rising dramatically over the past couple of years, and the 60-bulb cases of Number 2s that we'd been getting for about $125 a few years ago were coming in at about $325 a case in May 1989 (that's about $5.42 a bulb!).

As Sylvania pointed out, the market for flashbulbs was already very small, and they were getting very expensive to produce in limited numbers. The possibility exists that somewhere else in the world there may be an-

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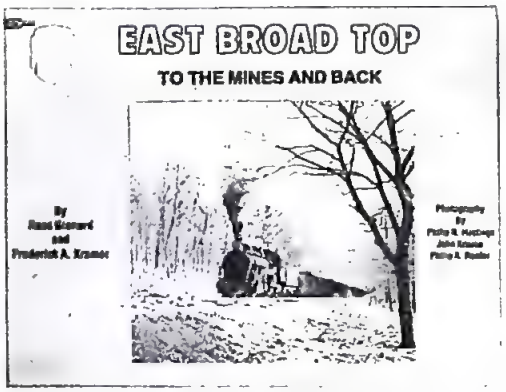

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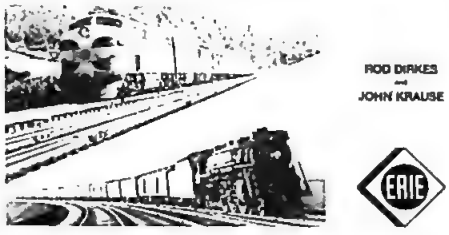

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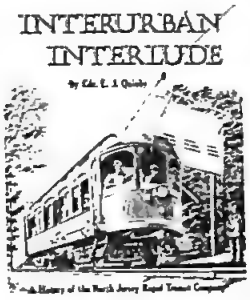

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other manufacturer of flashbulbs, though a quick survey says it is not likely.

So where do we go from here? The obvious answer, "to strobes," does not really work. While strobes function very well in synchronized situations on studio-sized subjects, very few strobes have the "oomph" to handle a line of locomotives under the night sky. The big problem here is flash duration. While a strobe at its peak may be as bright as a bulb, its duration is often only a thousandth as long. When your shutter is open for the full duration of the bulb burn, which may be pushing a half of a second, you begin to see why bulbs have the tremendous "saturating" power while strobes seem distressingly "thin." And when you consider that a single bulb may have well over 1000 times the burn duration of even a big strobe, you realize that just flashing the strobe a couple more times doesn't even begin to make up the difference.

We should begin our quest for "alternative light sources" with strobes, however. The key will be finding a strobe that is big enough and slow enough to saturate like a bulb without becoming unusably slow in recycle time. There are big industrial and studio strobe units that will probably work, but they require plug-in 110-volt current or an automobile-battery-size power supply. I saw one advertised that looked like it might do the trick, but the price tag was $2600 per unit.

There are some big strobes available at reasonable prices (compared to $325 for 60 flashbulbs) that we will be reporting on as soon as they can be tested. Greg Nazarow and Ken Houghton have been trying out a "Lumedyne," for instance, and should have results available for this column reasonably soon.

Something to keep in mind is that any replacement for flashbulbs should keep exposures no further open than f4 with Kodachrome 64, because shooting at f2.8 or more will cause too much trouble with even minimal available light (reflected city light in the sky, street lights, etc.) overexposing the shot before you can get all the flash distributed. Faster film at f4 or f5.6 will be subject to the same problem.

If duration of burn is the secret to the flashbulb's success in open flash railfan photography, why not, then, go with an ultimate "duration" light source instead of fighting a quick strobe? Perhaps a "sun gun" type of movie or video light will be adaptable to large outdoor subjects. When Altoona's PRR K4 1361 was being rolled out of the shop for the first time in 1987, we got some very good night shots using Marc Balkin's video lights, which were filtered to a clean white for daylight film. The black & white shots were also excellent (see July '87 R&R, page 44). A little work with exposure times and color correction filters might produce some very predictable and satisfactory results. For instance, if eight seconds of a movie light would equal the exposure power of one Number 2 flashbulb, you could then go into any situation and apply as many eight-second "bursts" as needed to recreate the results you would get with an equal number of flashbulbs at the same distance. (These are purely speculative numbers, but they might be a place to start.) The real need here, however, is for a *predictable* package of light; I can go into almost any situation and know what a Number 2 bulb will do for me. We would need to develop a timing technique to be able to do the same thing with a constant light source. And since most rail subjects are too big to "studio light" in one set-up, using a light meter or exposure bracketing could become a tricky task when you have to move the light around to "paint" the subject.

Video lights are a very popular accessory today and will likely remain relatively inexpensive and in good supply. Video lights are also designed for portable use from battery packs or rechargeable battery belts. Veteran night photographer Preston Cook is exploring the availability of small camping-style portable gasoline generators capable of powering a handful of conventional floodlights.

The idea of giving up on night photography just because flashbulbs are gone is unthinkable. And while I can appreciate those who say "good riddance . . . flashbulbs look too phony and are overused anyhow," in very few situations will the available light provide a usable photo.

Like any "art," night photography is a matter of opinion on what is right or wrong. Not all my night photos are of the blatant "blister the paint off" lighting, but there are times when nothing else will work. Look at the Canadian Atlantic coverage in this issue, the M&E/BR&W session on page 74 or the LAUPT coverage last month and think how much would be missing if we hadn't managed to scrounge up a supply of bulbs.

Like the whistle of a Y6b over Blue Ridge in 1959, the images of our flashbulb night shots are the echo of a dying piece of Americana. Mike Del Vecchio was talking to O. Winston Link at Newfoundland, New Jersey, a couple of weeks ago and broke the news about Sylvania to him. Railfanning is . . . being the one to tell O. Winston Link that there are no more flashbulbs.

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Videos

BY MIKE DEL VECCHIO

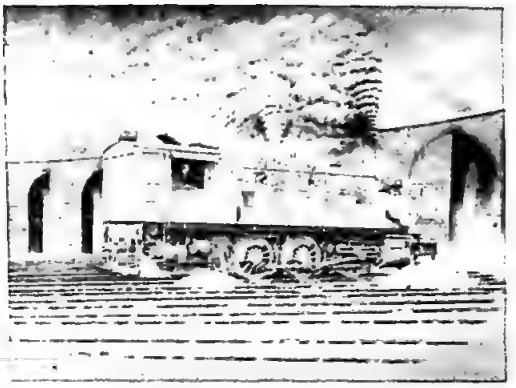
New Arrivals

A gremlin crept into the August 1989 VIDEOS, on page 22. "Windy City Hotspots," by East End Productions (P.O. Box 645, Fox Lake, IL 60020) was inadvertently listed as 25 minutes, $32.00. The tape is actually 32 minutes long and sells for $25.00. East End Productions caught the error and will refund the difference on any orders that come in at the higher price. Our apologies for the inconvenience.

One of the best known of America's the tourist-hauling railroads is the Strasburg, in the heart of Amish country in southeastern Pennsylvania. **"Strasburg Railroad, An American Yesterday,"** produced by Take One Productions, 647 Wyncroft Lane, Lancaster, PA 17603; 717/394-7174, looks at a single working day on this steam-powered short line. The day was Friday, September 1, 1988, with 14 regularly scheduled passenger trains. Also, the first train of the day is a mixed carrying passengers and freight (plastic pellets) to the Conrail interchange. The images are varied, colorful and skillfully shot, and the editing and production quality are top notch. The program was originally edited for Japanese television. 25 minutes, $29.95.

"Railroads of St. Louis," by Hopewell Productions, 1714 Boardman-Poland Road, Suite 15, Poland, OH 44514; 216/757-0765, takes a detailed look at the vast and varied railroad action around St. Louis, including an excursion behind St. Louis' own Frisco 4-8-2 1522 between St. Louis and Decatur, Illinois. The main line diesel action includes the UP, SP, Cotton Belt, IC, BN, NS, Conrail, CSX and Amtrak. Also, Hopewell captured the flavor of St. Louis railroading with coverage of the Terminal Railway Association, the Manufacturers Railway (whose pristine green Alco S2 switches the private car tracks at St. Louis Union Station), a cab ride over

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the biter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes. 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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NYC-1 Hudsons Along The Hudson (and a few Niagaras, even a Pacific and Atlantic or two) All Steam, concentrated along the Hudson River. Primarily about the High Powered, High Iron raceway between New York and Chicago, but includes switching, hump yard and a short essay on branch lines with a funky old 2-6-0 going about it's collection chores. The latter half details passenger operation and singles out the streamlined Mercury, Empire State Express, Pacemaker and 20th Century Limited for extended coverage. 35 min 39.95

NYC-2 The Lightning Stripers Another blockbuster from Dick Nadel. Here are the first diesels: DES-2, FT, F3, E-8, Alco PA and FA (the largest fleet in the world), Baldwin Sharks and an FM C-Liner - covered wagons all. A-B-B-A lash ups on ore trains, solid block refrigerator, Pacemaker freight and cattle trains! The beginning of one era and the end of another. Passenger operations in the second half feature idyllic scenes along the Putnam Branch, 125th St Station (not idyllic), Mott Haven Yard and then emphasizes the long haul streamliners: The Lake Shore, The Missourian, The North Star etc. Concentrates on The New England States, The Empire State Express, The Pacemaker, The Commodore Vanderbilt and the Century. Includes an essay on The Aerotrain and the trials of an RDC, jet engine propelled, at 184 MPH 45 min 39.95

NYC-3 Niagaras and Mohawks Now extended with **a whole new section,** recently discovered by Arnold Jones and Bob Hanna, on operations in the Elkhart area. Wide open on the 'Western End' of the system in Ohio and Michigan with The Chicagoan, The Commodore Vanderbilt etc. Some diesels, mostly steam photographed by Guy and Betty Brant. Also has **Gotham Steam** by Jeff Weishaar featuring mainline and commuters on the Erie and the Jersey Central in the 1940s and fifties. Closes with Niagaras and Hudsons in Harmon and the morning parade of mainline steam along the Hudson. 28 min 29.95

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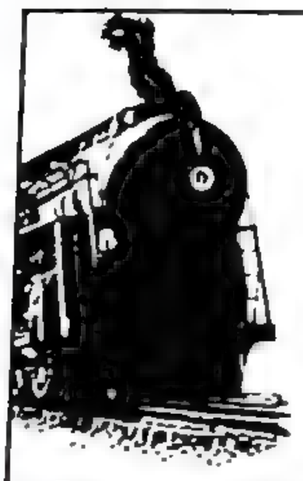

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the Mississippi River on the Municipal Bridge, a visit to the National Museum of Transport and a look inside Gratoit Street Tower which handles over 80 trains on a given day. This program is well put together and edited. 60 minutes, $39.95. Oh yes, you get an unexpectedly close look at the end of a bridge girder at speed in "the death of a minicam."

"The PCC Car, 50 Years on the Routes," by GPS Video, Box 5895, Postal Station "A," Toronto, Ontario, Canada M5W 1P3, chronicles the history of the PCC car and its use in Toronto, where over 70 are still in service. This program details the development of the car while showing vintage color movies and present day video combined with on-camera narration at locations on the TTC routes. Overall, its a very good production. 60 minutes; $49.95.

Feature Reviews

"Bullet," produced by Transit Gloria Mundi, 36 East 27th Street, Baltimore, MD 21218, VHS or Beta, 19 minutes, $19.50.

One of the few true traction classics remaining in regular service today is the five-car fleet of Brill "Bullets" running on SEPTA's Philadelphia & Western "Norristown High Speed Line." Originating at 69th Street in Philly and extending 13.5 miles north to Norristown, this line is detailed in Don Kaplan's excellent feature article in this issue.

The Bullet cars were built by Brill for the P&W in 1931 and have been running continuously ever since. To see these enduring examples of 1930 technology shuffling hurried commuters day-in and day-out, rush hour after rush hour, is a little hard to believe. New cars are being built for the P&W with an expected arrival of late 1989, and the Bullets face replacement by this time next year.

If you can't visit the Norristown line for yourself this summer, do the next best thing by taking a ride with this video. Transit Gloria Mundi's program is essentially a ride over the line showing nearly every recognizable location. It begins at 69th Street Terminal with scenes of the Bullet cars (and Strafford 162) arriving and departing along with views of SEPTA's other subway and streetcar lines which converge there. Then it's aboard a Bullet for a high speed tour of the line. The scenes are arranged geographically beginning at 69th Street, and the angles vary with footage shot from the pilot, from the car, in the car, from the cab, from the platform and lineside. The Bullets are shown passing and meeting other Bullets as well as the Strafford and former-CTA cars. The tape covers the entire line in 14 minutes, about half of the time of an actual trip.

All of this footage is well put together, moderately paced and enjoyable to watch. The sound is live with a light, modern musical background. It is not narrated, but there are some titles. The library case comes with a good map of the line, a brief history and narrative. Though a bit of narration and/or more location titles in the video itself would have been helpful, the map carries elapsed-time notations to let the viewer tie on-screen locations to the map (for instance, Bryn Mawr is shown as a station stop at 9 minutes 53 seconds into the tape).

Transit Gloria Mundi has become one of the leaders in the transit video field. This program was entirely shot and edited on professional ¾" equipment, and one of TGM's strengths is their editing. "Bullet" is a timely documentary on this interurban that is about to lose its classic equipment. It is well worth the modest price and will make an excellent companion piece to Kaplan's article—M.D.

"Donner Pass," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; 800/262-2776, California residents dial 619/581-0303. Recorded in Hi-Fi Stereo, VHS or Beta. VISA, MasterCard and Discover accepted. 60 minutes, $44.95 (see ad on page 3 for special price).

As the latest in Video Rails' series of "location" tapes, this one focuses on Southern Pacific's crossing of the rugged Sierra Mountains on the historic transcontinental railroad from San Francisco to Salt Lake City. A brief history shows early construction scenes and highlights predecessor Central Pacific's rugged crews of Chinese laborers in their race to Promontory and the Union Pacific's advancing railhead.

The tape, however, emphasizes the brute force used by today's SP to power 10,000-ton trains over the greater-than-two-percent grades—as much as 40,000 horsepower, with up to six units in the lead, four or five "mid-train" and a pusher on the rear. EMD SD40-

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The two publications deal respectively with railroad development on Canada's eastern and western seaboards. **The Dominion Atlantic Railway** is the name applied to the Canadian Pacific's operations in the Province of Nova Scotia. These remain isolated from the rest of the system and currently much of the line is under threat of closure. This long-awaited volume includes coverage of the railway's 4-4-0s, 4-6-0s, 4-6-2s, 0-6-0s, various diesels, extensive bridges crossing wide estuaries, an industrial switcher and great views of the inter-working of the railway and shipping. It is now over 50 years since the last book on the **Dominion Atlantic Railway** was published but such is the interest in the line that Gary has started work on the second volume already. Timothy Horton's **The British Columbia Railway** is a natural sequel to his two previous volumes — **The Pacific Great Eastern Railway** — which covered the history of this line from its inception in 1912 until it changed its name in 1972. The current publication deals with the railway since 1972 and will be followed by a second and final volume. It is essentially a diesel work as the railway's steam power had all been retired by the time the new name was adopted. However, there are two excellent photographs of the "Royal Hudson" in operation between Vancouver and Squamish. The British Columbia Railway is one of the few main lines to operate a regularly scheduled steam excursion during the summer months.

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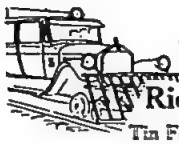

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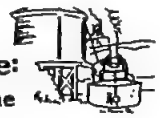
The full story of the legendary Galloping Geese motor trains on Colorado's famed narrow gauge Rio Grande Southern line. First published in our 1971 *Colorado Rail Annual No. 9* as *Tin Feathers and Gasoline Fumes* by Stan Rhine — now reprinted with many added photos in a new 64 page (8½ x 11) slick paper, soft cover book with rare full color cover photos. $9.95.

to Santa Fe by Narrow Gauge: the D&RG's Chili Line



To Santa Fe by Narrow Gauge by Gordon Chappell traces the full history of the Rio Grande's lonely line from Antonito via Embudo, Espanola, and the Rio Grande River to Santa Fe. Originally appeared in *Colorado Rail Annual No. 7* (1969). Newly reprinted, 56 pages plus color cover. $5.95.

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Another in our series of contemporary western railroad photography books, by Ronald C. Hill. Coverage of recent and current mainline railroading from the Rockies to the Pacific — Santa Fe, Southern Pacific, Rio Grande, Union Pacific, Burlington Northern, Canadian Pacific and Canadian National. 64 pages of strikingly printed views which catch the essence of mountain mainline railroading today. Black and white, soft cover - $12.95

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We have reprinted many rare "collector item" timetables from famous Colorado railroads, both public passenger and employee tables, from 1883 to 1944 — desired by collectors, and full of useful data. Available in sets: 15 passenger timetables for **$12.00**, or 27 employee reprints for **$21.00.**

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2s and SD45s in both standard and "tunnelmotor" versions dominate this stretch of railroad.

A segment on snow scenes shows a Cab-Forward steam locomotive teamed with a rotary plow to batter the stack-high drifts. Flangers and spreaders are called into action, and the program carefully details their operation. The winter scenes culminate with the all-time record snowfall of 1951-52 which trapped the *City of San Francisco* streamlined passenger train at Yuba Gap. Vintage scenes of the incident show the snow being cleared away from the train and the final Herculean effort as three bulldozers give a mighty heave and pull the now-frozen train from the grip of the monstrous drifts. To the credit of SP's snowfighting team, this was the only train ever snowbound on Donner Pass.

The action moves back to the present, and the line is explored in detail over its passage from Roseville to Truckee, with emphasis on scenic and historic locations such as Colfax, Blue Cañon, Norden, Cape Horn and others. The program is fast paced and exciting, and the action can only be described as "heavy." Amtrak 5/6, the *California Zephyrs*, get into the act at several locations and contribute to the color and action. Concrete snowsheds, Norden's covered turntable, serpentine curves and endless "Kodachrome skies" add to the natural beauty and excitement of the show.

Photography and video translation are up to Video Rails' usual standards of excellence; Jim Knight's narration is clear and always informative without being overbearing. Somehow, producer/director Bill Lambert seems to lead a charmed life as far as weather goes; the only non-sunny days are the ones accented by the snowstorms for which the Sierra is notorious. This is a top-quality production—AL DI CENSO.

Railroadiana

BY BRUCE KELLY

What's New?

The 1989 edition of the *Steam Passenger Service Directory* from the Empire State Railway Museum continues this 5½"×8½" softcover's tradition of providing a complete listing of regularly-scheduled steam-powered passenger trains, electric lines and museums in the U.S. and Canada. Listed alphabetically by state and town and illustrated by a single black & white photo, the more than 200 operations are described in detail, including fares and equipment. There are even 62 coupons enclosed for special discounts at many of the steam railways and museums. The 1989 *Steam Passenger Service Directory* sells for $7.00 postage paid from the Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940.

Chessie the Railroad Kitten by Thomas Dixon, Jr., is a 64-page 8½"×11" softcover that tells all about the C&O's famous sleeping feline, from its birth in the 1930s as a campaign tool for passenger service to a corporate logo painted on the noses and flanks of an entire fleet of diesel locomotives. Beautiful black & white and color reproductions show the many forms that Chessie the kitten took on company calendars and advertisements, while a well-written text recounts the history and the people behind it all. Published by TLC Publishing, 303 Aaron Court, Sterling, VA 22170, it's available for $10.95 plus $1.00 postage or from Carstens Publications, P.O. Box 700, Newton, NJ 07860, at $10.95 postpaid (N.J. res. add 6% tax).

A fantastic Bob Karsten painting of N&W Alco Century 628s passing over an RS3 at Cooper, West Virginia, graces the dust jacket of *Norfolk & Western Second Generation Die-*

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sels by Paul Withers and Robert Bowers. This 256-page 8½"×11" hardcover contains more than 450 photographs along with drawings, rosters, specs and capsule histories on N&W's second generation units. Other subjects include first generation switchers and six-axle yard slugs. Thirty-two of the photos were printed in color to illustrate N&W's varied liveries, from basic black and tuscan red to early U-boats in blue and GP38ACs in the black & white "skunk" scheme. An excellent overall coverage, it sells for $45.00, plus $2.00 shipping, from Withers Publishing, RD 4 Box 170H, Halifax, PA 17032.

The Diesel Builders, Volume Two, by John F. Kirkland is a beautiful 224-page 8½"×11" hardcover sequel to the previously released *The Diesel Builders: Fairbanks-Morse and Lima-Hamilton*. In Volume Two, Kirkland focuses on Alco and its Canadian counterpart, MLW, progressing chronologically through each type of locomotive built, from Alco's 19th century predecessors and their 4-4-0s through FAs, PAs, RS11s and Centuries to LRCs and M420Rs. In addition to 250 great black & white static and action photos are 25 classic color photos showing the wide variety of liveries worn by Alco diesels. Production summaries, builder's lists and a highly detailed index (units are referenced by model and road number) wrap up this great motive power study which sells for $50.00, plus $2.00 shipping (Cal. res. add 6% tax; 6½% in L.A. County), from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

"Lost" railroading of the desert variety is the subject of Russel Wahmann's *Narrow Gauge to Jerome—The United Verde & Pacific Railway*. This 26-mile 3-foot-gauge line branched off from AT&SF subsidiary Santa Fe, Prescott & Phoenix at Jerome Junction, Arizona, and twisted its way up and around the Black Hills on a 3.0% grade to Jerome, a mining town producing lime, coal, coke and ores. Since the UV&P's existence ended in 1920, many of the historical black & white photos in this book are of less than perfect quality, but the author has included some sharp, contemporary pictures of the surviving right-of-way. There are highly-detailed

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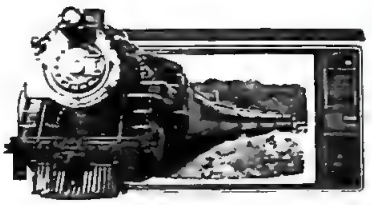

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These sets do not duplicate any previous offerings. A new series of sets will be offered every two months. Also available are Bill Price Steam Sets, as well as sets from The collections of Dave Ingles and Dave Sweetland.
We are also offering rolling stock sets, as well as the Colorado Narrow Gauge Collection of Richard Kindig. Order from this ad, or to receive two color sample slides and get your name on the mailing list, send $3.00 to:

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track plans of Jerome Junction and Jerome itself, plus mile-by-mile diagrams of the entire line. Maps, rosters, reproductions of preserved documents and a well-written text make this 80-page 8½"×11" softcover attractively priced at $14.95 from Pruett Publishing Company, 2928 Pearl Street, Boulder, CO 80301.

Hot on the heels of the October 1988 abandonment of the entire rail system in Canada's easternmost province comes A.R. Penney's *A History of the Newfoundland Railway, Vol.I (1881-1923)*, a 106-page 5½"×8½" softcover telling of greed and corruption among the railway's builders and of harsh weather and tough operations on grades reaching 2.5% with 14-degree curves. Author Alf Penney drew from his lifetime involvement with the Newfoundland Railway in preparing this two-volume study (Volume 2 is due in 1990). System maps and 48 historic black & white photos complement the six chapters of well-written, detailed text. It sells for $9.95 plus $2.00 shipping from PostalCan Books, Thousand Island Park, NY 13692.

Calendar Call

A constant reminder that we're on the verge of a new decade is the parade of 1990 calendars that has already begun to flow through our office. A very attractive new offering is the "1990 New England Railroading Calendar" from the Mystic Valley Railway Society. It folds out vertically to 10"×16" with a plastic spiral binding and excellent color reproduction on the heavy, coated pages. Some of the more interesting images among its 14 photographs big Conrail U-boats on the B&A in summer, fall and winter scenes; B&M GP9s at the Whitefield, N.H., ball signal; Metro-North m.u. electrics, and snow-encrusted CN GP40-2LWs at Portland, Maine. There are also shots of a CPR snowplow train, CNR 4-8-4 6218, a Pioneer Valley CF7; Connecticut Central's S4 and some gorgeously-lighted CV Geeps on the Thames River trestle. It sells for $5.00 ($6.00 Canadian, $10.00 foreign) postpaid from the Mystic Valley Railway Society, P.O. Box 486 Hyde Park, MA 02136-0486.

The Mountain State Railroad & Logging Historical Association's 1990 Calendar is an 11"×17" vertical foldout featuring 14 nicely reproduced black & white photos of bygone West Virginia subjects like Shays on the Rowlesburg & Southern, Ely-Thomas, Blue Jay Lumber, Georgia Pacific No.19 on the BC&G, Babcock Coal & Coke narrow gauge No.8 and Cass No.4 on the WM bridge over the Shavers Fork. Additionally there are logging scenes which include an overturned Barnhardt loader, a Model A Ford track car and a Cairo & Kanawha Climax. The calendar sells for $6.00 from the Mountain State Railroad & Logging Historical Association, P.O. Box 89, Cass, WV 24927.

British Rail Books

Book distributor David & Charles, Inc., has several recent releases "on shed" relating to railways past and present in Great Britain. They may be ordered at the prices shown from David & Charles, Inc., North Pomfret, VT 05053.

First up are a pair of album-format hardcovers which capture the drama of British steam locomotives in fine art. David Weston's 120-page 9½"×11" *For the Love of Steam* ($75.00) combines an interesting autobiography with exquisite color reproductions of the author's oil paintings and pencil sketches showing motive power standing ready for departure or sailing across the English countryside. Weston's classic oil-on-canvas work is a refreshing change from the techno-precision diesel graphics so prevalent today.

In the first 39 pages of the 8"×12" *Fired by Steam* ($34.95), author Geoffrey Wheeler balances text and great black & white photography to describe his career with the GWR's civil engineering department, where he applied his artistic skills to the varied shapes of English motive power. The remainder of the book displays 24 of his masterful broadside locomotive drawings in full color.

Dieselization and the fall of the GWR's manual signal and interlocking stations are among the topics in *Signalman's Nightmare* ($24.95) by Adrian Vaughn. This 164-page 5½"×8½" hardcover contains 16 pages of nicely reproduced black & white photos, track diagrams, excerpts from the signalman's record books and a thoroughly entertaining text.

Edwin Course's 120-page 7½"×10" hardcover *London's Railways Then and Now* ($24.95) looks at the early development of railways and underground lines in and around London as they reached farther out into the countryside to serve the city's population spillover. It reads easily and functions well as a field reference guide, with each of the major city and suburban stations listed under individual headings and described with about one page of text and a black & white photo, plus neatly drawn maps.

Planning a trip to Great Britain? Then you'll want to send for the free *1989 British Coal Guide to Steam Trains in the British Isles*. It breaks England, Scotland and Ireland down into nine regions, listing dozens of steam tourist railroads and museums and related services like restaurants, bars and access by British Rail. This informative, illustrated color brochure can be obtained by sending a U.S. stamped, self-addressed business-size envelope to Barry Wright, ARPS American Rep., 1217 20th St. #301, Santa Monica, CA 90404.

O. Winston Link Prints

With New York art collectors and celebritys paying over $700 apiece for his original photographic prints, O. Winston Link is finally getting the recognition he deserves for his superb flash photography work of Norfolk & Western steam in action in the 1950s. He has, however, in the process priced himself out of the market for most of his sincerest admirers.

Happily rectifying this situation is, appropriately enough, the Roanoke Chapter NRHS, which is marketing 23"×29" superbly lithographed prints of six of Link's legendary N&W steam night photos. Printed

in duotone on 100 pound stock, the images retain all the detail and tonal range of the original black & white enlargements. The titled Link works presented in the series include a Y6 2-8-8-2 charging up the "Main Line on Main Street" in Northfork, W.V.; a 2-6-6-4 behind the fence at the "Swimming Pool at Welch;" and other Y6s on the bridge above the splashing bathers at the "Swimming Hole at Luray" and simmering on the turntable at "Shaffers Crossing, Roanoke." There's also "Vesuvius, Virginia," where the kids are gassing up their convertible while the drivers of streamlined 4-8-2 131 pound by in the background, and of course Link's most famous work, "Drive In at Iaeger, W.V.," which looks over the shoulders of a couple smooching at the drive-in theatre with a Class A 2-6-6-4 racing from behind the movie screen. These top quality reproductions are a real value at $25.00 each, postage paid, from the Roanoake Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

The Roanoke Chapter is also making available one of the fine souvenir books usually available on the Norfolk Southern fantrips, the 36-page 9"×12" album format softcover titled *Steam Spirit*, in which the likes of N&W J 611, Southern 2-8-2 4501 and 2-8-0 722, S&A 4-6-2 750, ex-T&P 2-10-4 610, ex-CPR Royal Hudson 2839 and ex-C&O 2-8-4 2716 are presented in vivid color action photos. Also included are visitors to NS rails like SP 4-8-4 4449 in *American Freedom Train* livery and Fort Wayne's NKP 2-8-4 765. Produced by Steamscenes Publications initially in 1985, the book is the railroad's tribute to two decades of steam excursions operated by the N&W and the Southern. It sells for $6.95, plus $1.00 shipping, from the Roanoke Chapter NRHS, at the address given above.

Pennisi Print Collection

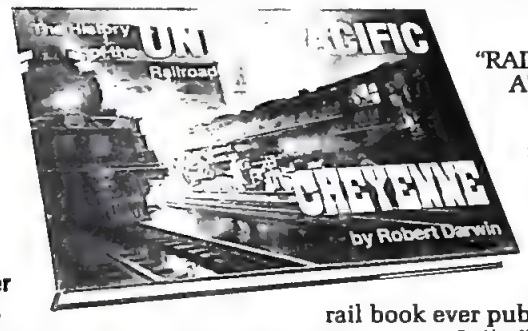
More than 5000 different views of railroad and transit subjects are available in quality 8×10 black & white prints from the ever-growing collection of Bob Pennisi's Railroad Avenue Enterprises. For $1.00 you can receive his 1989 catalog, which in 28 pages lists the photo collection as well as books, videos, postcards and even railroad-theme rubber stamps. The photo list makes up by far the bulk of the catalog, however, and subjects range from the popular carriers like Amtrak, Conrail, Santa Fe and UP (including pre-merger roads) to more obscure operations such as the Belfast & Moosehead Lake, Middletown & New Jersey and Wheeling & Lake Erie. There are also hundreds of freight electric, trolley, interurban and subway selections. Most of the photos will have date, location and other pertinent information on the back. These prints have been sold in hobby shops for the last 13 years, and now they're available through the mail for $2.00 each direct from Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836-0114.

Audio Tape Review

"1522: A Frisco Mountain On Byron Hill," by Whistlin' Dixie Productions, Box 3218, Oshkosh, WI 54903. 60-minute stereo audio cassette tape recording. $10.00 postpaid.

It seems at times, in this world of VCRs and videotapes, that the railfan community

WOW—what a BOOK! "...truly a MONUMENTAL work," Michael Walsh, President & Chief Executive Officer, Union Pacific Railroad.



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has forgotten about audio tapes. While there's no denying the lure of sight and sound, there is still an important place for a well done audio recording—and it's been a long time since there's been a locomotive as deserving of sound recording as Frisco 4-8-2 1522. Everybody who has seen the Frisco Mountain has commented on its loud and lusty exhaust.

If you want to see just how good an audio tape can be in the realm of today's excursion locomotives, give a listen to Whistlin' Dixie's 1522 recording. I have a better-than-average sound system in my car, and I first listened to this tape while doing some highway driving. It was a great experience, but I had to watch my speed as I almost subconsciously accelerated right along with the 1522.

Whistlin' Dixie's recording equipment and techniques are superb, and the 1522 is a dramatic subject. The tape's specialties are long runbys, heavy-throttle start-ups and satisfying on-train running. The recordings were made in August 1988 on or around the excursions from Chicago to Fond du Lac on the Wisconsin Central, and all of Side One concentrates on the action on Byron Hill, the ruling grade on that part of the old Soo Line main. The first segment, nearly six minutes long, observes the 1522 on the freight run on August 12 with a good pull on the grade at moderate speed. I was really getting into the sound as the strong-talking Mountain slammed past on the hill. I could almost picture myself in the cab when she suddenly broke loose in a wheel slip—and I almost broke my steering wheel trying to slam my imaginary "throttle" shut to catch it!

The rest of the tape keeps the action fresh with runbys, start-ups and some fine on-train recording with a lot of 40 m.p.h. action and a few bursts of higher speed. There's even a meet between the hard-working 4-8-2 and a Wisconsin Central GP30. The recordings are all very well executed and clean with very little distracting sound that is not an intended part of the "scene." A detailed sheet of liner notes describes each cut in detail as to date, consist and location (which include both the fantrip and freight-hauling moves). The tape itself was a TDK-AD, recorded at 1:1 speed with Dolby B and Dolby HX Pro headroom extension.

Maybe I was unusually impressed by this tape because I have not seen this engine yet myself, but it has been a long time since I've enjoyed an audio tape as much. For an hour of entertaining sound, the $10.00 price tag makes an excellent value—J.B..

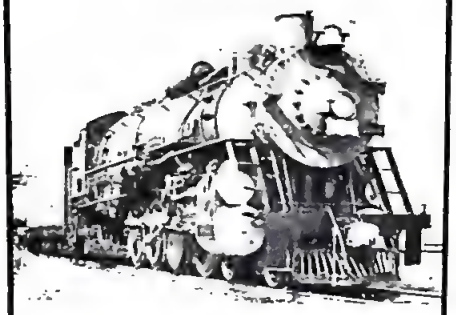
Traction Publications **by Joe L. Diaz**

100 YEARS OF CAPITAL TRACTION, by LeRoy O. King, Jr., published by the National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, Maryland 20904: 342 pages, 8¾"×11¼" hardbound, $49.95 plus $4.00 shipping & shipping (Md. res. add 5% tax).

Originally published in 1972, this remarkable book became a best seller. Reprinted in 1976, it went out of print in a short time and became much sought after. This third printing has been remarkably well done, with great care. There are none of the often unfortunate signs of a reprint. Roy King has arranged for the sale of this printing to benefit the National Capital Trolley Museum.

Magnificently illustrated with 700 photographs, 13 in full color, reproduction is exceptionally good. Photo coverage of the cars and their operation from the earliest days of horse cars through the cable car era, along with the early electric car operation, is extensive. Mr. King's father was a very active streetcar fan and photographer from before the turn of the century, and he was exceptional in his talent. The Washington system was a large and complex one that attracted numerous other fans with photographic talent, and their work is well represented.

The equipment roster covers 75 pages and includes every detail along with over 280 equipment views. Coverage of the work/service cars along with the freight locomotives is extensive. Additionally there are twelve exceptional car drawings in 3.5mm scale. The Capital Transit Brilliners and pre-PCC St. Louis-built cars are well covered. The Washington PCC cars, which were the



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Fresh from restoration, Frisco 4-8-2 No. 1522 hits the high iron with her first revenue excursions from Chicago to North Fond du Lac, Wis., on the newly formed Wisconsin Central. Watch her pull freight and passengers, and ride the cab up famous Byron Hill! (45 min.) $35.

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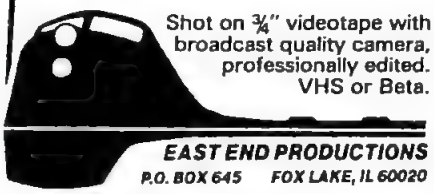
Watch the high speed freights on the Santa Fe, and the drag freights of Conrail, Soo Line, Grand Trunk, CNW, CSX and IHB at the busy interlocking of McCook, Illinois. You'll also see Amtrak and the Alco C424s of the Belt Railway of Chicago. (32 min.) $25.



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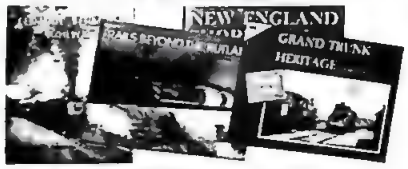

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DANE PENLAND SMITHSONIAN INSTITUTION

MASTER PHOTOGRAPHER David Plowden, who had been unable to attend the Eighth Annual R&LHS History Awards banquet in Los Angeles on May 6 (August '89 MARKERS), was at the Smithsonian Institution on May 19 where he (far right) was presented the Fred A. and Jane R. Stindt Photography Award by the Smithsonian's John H. White (center) and Bill Withuhn (left). ⊂

only ones to operate from conduit and were further different from any other such cars, are covered in interesting detail.

All the small and very interesting companies that were directly connected to or involved with the large D.C. system are dealt with. The carhouses are covered with good operational scenes and layout diagrams. Also illustrated is the complex conduit system.

There are 21 maps and trackage diagrams, mostly full page in size. They cover every facet and period of the system. They are all well done and greatly assist in understanding the operation. There is also a good representation of tickets, transfers, brochures and documents.

This is an outstanding book in every way, doubtless the finest street railway book ever published. We said so in 1973, and we say it again here.

LEHIGH VALLEY TRANSIT COMPANY'S LIBERTY BELL ROUTE, A PHOTOGRAPHIC HISTORY, by William J. McKelvey, Jr., is a 100-page 8½"×11" hardcover with detailed photographic coverage of the later years of the famous LVT, with over 270 black & white photos. It takes a close look at the interurban line in every phase of its fascinating operation, with good attention to the Liberty Bell Route's famous high speed 1000-series cars. Additionally, the other types of the line's interurban cars, the service cars and some views of the city car operations are covered. The photo captions, though grouped at the bottom of each page, are descriptive. Black & white photo reproduction is generally very good, and there are eight excellent color views on the book's covers. The end papers are a collage of timetables, tickets, route diagrams and advertising material. A brief chronology and a bibliography are included. An attractive highlight of the volume is the piece titled "A Ride on the Liberty Bell Route" by Mervin Borgnis, a traction fan and one-time LVT operator.

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ley Transit. The new and well done volume will be a worthwhile addition to your library. It is available for $20.00 plus $2.00 postage from Canal Captain's Press, 103 Dogwood Lane, Berkley Heights, NJ 07922.

Book Reviews

Alaska Railroad—The Great Denali Trek, Volume I, by Nicholas Deely, published by Sundance Publications, 250 Broadway, Denver, CO 80203; 160 8½"×11" horizontal pages, hardcover, $39.95.

My childhood imagination was fired by my father's stories of his wartime adventures in Alaska: native life, Kodiac bear hunts and the Alaska Railroad. Many years later, I made the great trek north myself. I was not disappointed. Alaska was still wild and beautiful, and the perfect way to see it was from an Alaska Railroad train.

So, when Deely's book came out, I quickly bought a copy and read it through. While the ARR has a fascinating history, engineering marvels and unusual rolling stock, few books have been written about it. I've found this book to be the best, from a railfan's point of view. It is mainly a color travelogue from Anchorage north to Fairbanks. The scenery dominates most of the photos, as it does in real life. The emphasis is on passenger service and second generation motive power, with an occasional look back to the era of E and F-units. Appropriately, freight trains are more lightly covered since they are less common in the far north. An all-too-brief history is followed by a detailed synopsis of the line's features from Seward 471 miles north to Fairbanks.

The bulk of the book features page after page of photo studies, with many pictures printed across the full width of the page. There are trains overshadowed by mountains (in particular, 20,320-foot Denali Peak), trains running through snow drifts and over wide rivers, and trains passing through the wildflowers of the brief summer. Black & white photos are included, and while most are reasonably well printed, some are less than satisfying. The majority of the photos are in color, but again, several are soft and slightly off-color. I understand this was caused by a change of color separators midway through the book's production. Maps and track diagrams are included, along with motive power and rolling stock rosters.

611 ♦ APPALACHIAN DOUBLEHEADER ♦ 587

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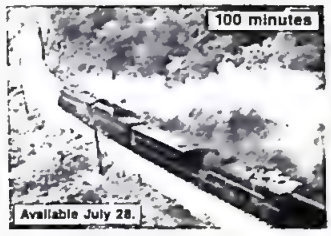

An unforgettable 4 day adventure across 4 states. With Nickel Plate 587 (2-8-2) on the point, the Independence Limited thunders across Ohio and Indiana. Then N&W 611 (4-8-4) takes the lead to assault the Appalachian Mountains. Tunnels, trestles, twists and turns abound, with many runbys, wheel slips, pacing, and both engines on the turntable at Roanoke to complete the journey. 100 minutes, $34.95. Post and Duty Paid.

Other Videos: Wabash Cannon Ball (765), 1218 Inaugural Trips, 6060, 2102, 611, 2860, 3716, 1201, Steamtown, Steamexpo. (1 hr.ea.$29.95 ea.) Free catalogue with reviews, viewer comments.

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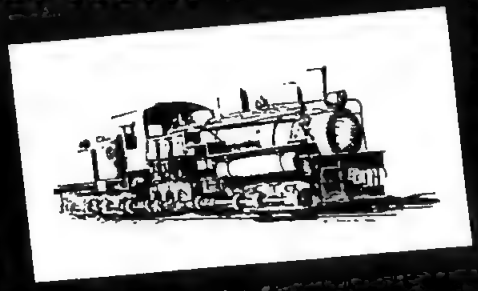

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All in all, the book is a lovely though casual visit to the "McKinley National Park Route." I sure wish I had this book with me when I rode the line. I recommend it to anyone planning to make the trip. I'm looking forward to Volume II, which will feature the seldom-seen line to Seward—TOM SAVIO.

General Electric Advanced Generation Diesel-Electric and Electric Locomotives by James W. Kerr, published by Delta Publications, a division of DPA-LTA Enterprises, P.O. Box 377, Alburg, VT 05440; 250 8½"×11" pages, hardcover, $58.00 postage paid and insured.

An appropriate followup to Kerr's 1987 release on General Motors' advanced generation locomotives, this new book on GE's latest products provides a convenient single data source for just about everything you ever wanted to know about the modern Dash 8 series as well as C36-7s, B30-7s, E60CPs and others—20 models in all. The majority of the book is comprised of reproductions from GE promotional brochures and operator's manuals, amounting to scale drawings, listings of major components and specifications, tonnage rating and performance characteristic charts and even schematics of the power circuits for GE mine locomotives.

Black & white and color photos depict units from GE's last decade of motive power in delivery paint for various U.S. railroads as well as export models built for NdeM and the People's Republic of China. The book's only glaring errors are the captions under the photos of BN C30-7 5071 which wrongly identify the six-axle unit as a "B30-7A." There are of course photos of BN's two styles of cabless B30-7A boosters, but they receive little or no technical coverage.

Highlight features include sections on the FDL series prime mover, a list indicating the models and quantities of GE locomotives used by railroads throughout the world and the complete operating instructions for Dash 8 series units. Eight and a half pages of General Electric Company milestones add a nice touch of history to this otherwise contemporary book.

Hardcore diesel technocrats are sure to enjoy this reference volume covering the innards of GE's advanced generation fleet—B.K.

PENNSY STEAM A TO T, by Paul Carleton, published by D. Carleton Railbooks, P.O. Box 1827, Dunnellon, FL 32630: 208 8½"×11" pages, hardcover; $36.95.

Originally published as a softcover 26 years ago, this was Paul Carleton's first book. This is a new, expanded edition with over 480 photographs, all well reproduced and reflecting the quality of the original prints (which range from marginal to superb with an overall very good average). Divided into chapters detailing each class of PRR locomotives, it contains a wealth of information. With a modest amount of well chosen text, the origin, design characteristics and employment of each class is enhanced by interesting photos depicting the engines as built and at work over their life spans. The use of many excellent operational scenes in addition to static views keeps things interesting.

Each class of locomotive is examined beginning with the early 0-4-0 switchers, and, of course, some of the more prolific and famous classes receive greater coverage. Of particular interest is a segment new to this edition, "Dinosaurs of the Alleghenies" authored by Bert Pennypacker, is the story of the I1s Decapods, explaining in great detail the development and utilization of the "Hippos," a class that numbered 598 locomotives!

The K4 Pacific receives excellent coverage along with its predecessor classes, as well as

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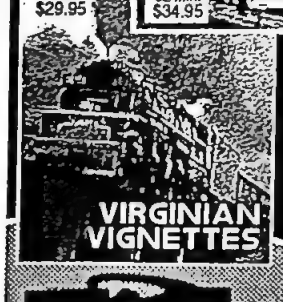

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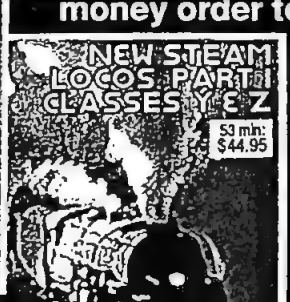

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the Mountain, Santa Fe and Texas types. The large experimental Q1 and Q2 locomotives, along with the S1 and S2 Duplex types, are mentioned, plus the T1 class, of which 50 were built in the post-war period.

Again, good photos with careful attention to reproduction make this book an absolute must for the Pennsy fan and a pleasure for all. In addition to a two-page reproduction of the standard PRR system map there are several black & white reproductions of advertising and calendar material. The Pennsy and its steam locomotives live on in this fine volume—JOE L. DIAZ.

The Surfliners—50 Years of the *San Diegan*, by Dick Stephenson, published by Interurban Press, P.O. Box 6444, Glendale, CA 91205; 112 8½"×11" pages, softcover, $19.50, plus $2.00 shipping (Cal. res. add 6% tax; 6½% in L.A. County).

This book certainly brings back memories of my teenage years living in El Toro, California, near Milepost 188 on Santa Fe's Surf Line. It was there, during the mid to late 1970s, that I watched red-nosed Es and SDP40Fs speeding through the orange groves, and those southbound potash drags with their radio-controlled midtrain helper crawling up the 1.2% grade toward the crest at Milepost 189. Stephenson has compiled a brief yet interesting history of the route along with a nice photographic coverage, showing in 150 black & white and 50 color images the first regularly scheduled *San Diegan*, led by E1 No.7 on March 27, 1938; doubleheaded wartime steam, PAs, GP7s and F40PHs on Miramar Hill; Santa Fe freights and locals; Rohr and United Aircraft turbos on demonstration and deadhead runs; warbonnet Fs and finally today's push-pull cab cars.

A nice touch is the use of sidebar capsules to focus on specific areas of interest like selected annual ridership figures, notable dates in *San Diegan* service, and the story behind Santa Fe's A-B-A PA set that was fitted with 1750-h.p. EMD prime movers, resulting in a drastically altered roofline.

One sidebar that's a little misleading compares the weekend travel times of a *San Diegan* and an automobile from Los Angeles to San Diego. Because of comparatively light freeway traffic and the frequent stops that Amtrak must make, the automobile is able to beat the late-running train by ten minutes, but no mention is made of the *San Diegan*'s superiority during the weekday commuter rush, when L.A.-bound trains whizz past all that bumper-to-bumper gridlock on Interstate 5.

Photo reproduction is good, and the two-page Surf Line map and grade profile by John Signor is flawless, right down to the Miramar Grade detail map that shows correctly the locations of the Soledad and Rose canyons. There are also eight pages of timetable and menu reproductions.

As popular as California railroading is to railfans throughout the country, this tribute to Santa Fe's seaside route and Amtrak's busiest Western corridor is highly recommended—B.K.

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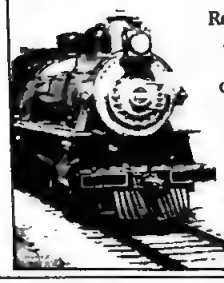

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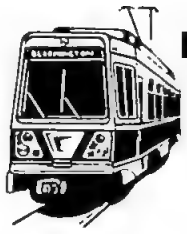


Transit Currents

The Connecticut Trolle

In 1948, regular public streetcar service in Connecticut ceased completely. But that was not the end of electric streetcars in Connecticut. Two fine museums operate in the state: the Shoreline (Branford) Trolley Museum at East Haven and the Connecticut Trolley Museum at East Windsor. The latter is owned and operated by the Connecticut Railway Association, Inc. Recently I got a letter from Scott R. Becker, the executive business manager of the Connecticut Trolley Museum, that contained a great deal of information.

The Trolley Museum conducted a capital campaign which has been very successful. The first construction project is the new Visitor Services Building, opened to the public on April 1, 1989, which provides restrooms and a food concession. This allows the museum to market itself aggressively, and it hopes to swell attendance by attracting bus charter business. Increased visitor revenue should rise through sales of food.

The visitor's center is located at the North Road site, just behind the fireless cooker steam locomotive that is on display. In January, at the board of trustees meeting, a planning and development department was formed and is being led by Dr. William Spector. A primary responsibility of the planning and development department is to develop a comprehensive master plan for all of the museum-owned property. That includes the 17-acre site at North Road, which will contain the following: the visitor center, restoration shop, storage and display buildings, trolley streetscape, Isle of Safety trolley shelter, elevated/handicapped access platforms and steam and diesel locomotive shops along with a locomotive servicing area. There will be a building erected on the site that utilizes authentic steel trolley trusses, vintage 1902, from Stamford, Connecticut, and a trolley transfer table of 1924 that came from the main shops of the old Boston Elevated Railway at Everett, Massachusetts. The trusses and transfer table were recently donated by the Shore Line Trolley Museum of East Haven.

Mr. Becker writes that the Connecticut Trolley Museum line will be eventually extended 1½ miles for a 3.2 mile total. An 85-foot-radius loop will be constructed at the end. The state of Connecticut has proposed construction of a trolley park on public land adjacent to both the Scantic River and the trolley line. This park is proposed to include a bandstand, restrooms, parking, hiking trails and a canoe launch.

A recent development is the acquisition of a former rural waiting shelter from the Rockville branch of the Hartford & Springfield Street Railway. The Connecticut trolley Museum line is constructed along this branch. It is believed that the shelter served Broadbrook and was moved to a nearby farm in 1929. The shelter is to be moved to the museum later in 1989.

An interesting local development is the growing interest in light rail in Hartford as a solution to the parking and highway congestion problems. The Greater Hartford Transit District is studying the feasibility of using some state-owned abandoned rail lines that radiate from Hartford's newly renovated Union Station. The Connecticut Trolley Museum members have been helpful to Hartford planners by supplying official information about current light rail systems in the U.S.

For more information contact the Connecticut Trolley Museum, 58 North Road, P.O. Box 360, East Windsor, Connecticut 06088. For information call 203/623-7417 or 203/627-6540.

SP Property for Rail Transit

On May 2, 1989, the Southern Pacific Transportation Company offered to sell 76.5 miles of unused rail lines to local governments in the Los Angeles area for public transit routes. The lines contemplated would link Santa Monica, San Bernardino and Santa Ana with downtown Los Angeles. New SP Chairman Phillip Anschutz insisted that the rail freight lines be offered first for public transit purposes in order to ease traffic congestion in the Los Angeles basin, The lines involved include 14 miles from Santa Monica along Exposition Boulevard past the University of California and the Los Angeles Memorial Coliseum. This could be connected to the Long Beach/Los Angeles light rail line that is now being built. Another portion is 12½ miles from Paramount to Stanton that would connect with an Orange County line still being planned. The final piece would be 50 miles from San Bernardino through Baldwin Park to Union Station in downtown Los Angeles. Thanks to Douglas Duncan for the news. He writes that the subject rail lines include the former Pacific Electric Santa Monica Air Line, the Santa Ana line and the San Bernardino line. The PE lives!

Toronto Harbourfront Expansion?

Toronto's Harbourfront light rapid transit line is a $57 million project scheduled to open in early 1990. The line, a mile and a quarter long, runs from an underground loop at Toronto's Union Station to the Spadina Avenue loop. Several expansion projects are already under consideration. The one most likely to gain initial approval is for the line to run north along Spadina Avenue to Bloor Street where it will touch the Bloor-Danforth Subway.

There are several other possible extensions. One is to push the Harbourfront line west to Bathurst Street, then north to Lake Shore Boulevard West and westward again to the Canadian National Exhibition grounds and Ontario Place. The extension west of Spadina Avenue would be most seriously considered if Metro Toronto gets the Expo 2000 World's Fair for the CNE grounds. Another possibility is to extend beyond the CNE grounds out to the intersection of Queen and King streets where the Harbourfront streetcar could keep going west out along the Queensway to share the terminal at the Humber Loop with the Queen and

BY GEORGE M. SMERK

Museum Expands

Long Branch streetcar lines. Another possibility is to extend the line west along Queens Quay at least as far as Parliament Street.

The extension along Spadina Avenue is controversial because the tracks are supposed to be placed on a pad that would raise them about six inches from the current surface of the street. There are already streetcar tracks on Spadina that are used by tour trolleys and for non-revenue moves. Thanks to George O'Neill for the information.

IRM Enlarges Its Fleet

Since August 1988, the Illinois Railway Museum (P.O. Box 427, Union, Illinois 60180) has acquired a large amount of equipment from the Wisconsin Electric Railway Historical Society at East Troy, Wisconsin. The equipment is very heavily weighted toward Wisconsin interurbans and streetcar service. North Shore Line cars 763 and 757 are near being operational by May 1989. North Shore number 250 will be used primarily as a source of parts. North Shore combine 25 will probably be used for parts also; its trucks and motors are likely to find a home under Michigan Electric number 28. There were two Chicago L cars in the lot, and they were sold to the Midwest Old Settlers at Mount Pleasant, Iowa.

Adding to the completeness of its fleet of South Shore equipment, CSS&SB No.28, which is a stretched, air-conditioned car, was added to the IRM collection. Considerable equipment from the Milwaukee Electric Railway and Light Company (TMER&L) was also added to the collection. TMER&L sweeper B-48, line car D-22, box motor M-1 and flatcars E-58, M-26 and E-117 are now at Union along with crane D-16. Three TMER&L locomotives (L-3, L-7 and L-9) were acquired. The L-3 was traded with a private party for TMER&L dump car D-13. Locomotive L-9 was traded to the new East Troy Electric Railway. Rounding out the collection is differential dump car D-15.

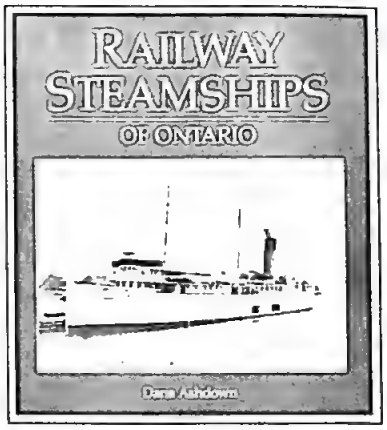
The Wisconsin Electric Railway Historical Society had to get rid of the equipment because it had lost its lease on its museum site. It will remain as a railfan club in Milwaukee. Meanwhile, the Municipality of East Troy Electric Railroad continues to operate. A 44-ton diesel is the mainstay of the common carrier freight operation. Remaining for the fans at East Troy is the East Troy Electric Railway, which is a n active museum that still operates trolleys.

The IRM also purchased eleven refrigerator cars of parts and supplies. One of these cars, a 1928 Pacific Fruit Express reefer, is historic. There are several carloads of North American Car Company lumber for refrigerator cars and for other repairs. Also included among the parts is a carload of bolts, which are of a type either difficult or expensive to find today. The amount of the equipment and the $60,000 cost of the acquisition makes this one of the largest purchases by a railway museum in recent times.

Now I think we all have more reason than

DAVID W. RICHTER

THE CONNECTICUT TROLLEY MUSEUM operates over about three miles of the old Rockville branch of the Hartford & Springfield Street Railway, where scenes of rural trolley operation like this one are possible. Here Connecticut car 1326 was meeting New Orleans 836 in the spring of 1975. Site improvements and an extension of the line will make the museum at East Windsor an even finer attraction.



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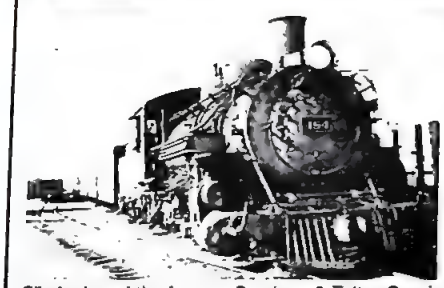

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Transit Currents

BY GEORGE M. SMERK

ever to make our way to Union and the Illinois Railway Museum. Thanks to Dave Dote and Jim Johnson for the information.

Dallas: McKinney Avenue

While visiting Dallas, Texas, on April 3, 1989, David Cosgrove of Lisle, Illinois, took a good look at the work now under way at the McKinney Avenue Transit Authority. He visited the MATA carbarn and also noted that asphalt was removed from the streets and some concrete had been ripped up. Switches have been put in for a loop at the carbarn.

Mr. Cosgrove writes that MATA is building a four-wheel truck for the Birney it owns, using Australian wheels, journal boxes and motors. The motors come complete with herringbone gears. One car from Oporto, Portugal, and one car from Melbourne, Australia, have been rebuilt. A Dallas double-track car is being worked upon; it has a Stone & Webster type roof and will use the trucks from the second Melbourne car in MATA's possession. In the carbarn there are three tracks plus one equipped with a pit. As of the moment, Cosgrove reports that there is one Dallas Birney, one Dallas Stone & Webster car, two Australian Melbourne double-truck cars and two Oporto four-wheelers. One of the Melbourne cars is in storage, and the unrebuilt Oporto car is in pretty rough shape. The cars are refinished in cream and burgundy and have beautiful new woodwork.

Those interested in helping with the reconstruction and reintroduction of trolley service in Dallas via the McKinney Avenue Transit Authority should write to 2906 McKinney Avenue, Suite 101, Dallas, Texas 75204. MATA is a 501 (C) (3) non-profit organization. Donations are tax deductible.

News From Iowa

Long time traction fan Don Scott writes that the Midwest Old Threshers at Mount Pleasant, Iowa, have acquired two CTA cars from the railway at East Troy, Wisconsin. The cars are to be remodeled as open bench cars for operation at the Old Threshers' Reunion. The new cars will supplement the present six-car fleet in the early 1990s. During the Old Thresher's Reunion, thousands of people are hauled over the 1¼-mile line from the main grounds and exhibits to the Log Village and camp grounds. Don writes that the 1989 Old Threshers Reunion, its 40th, will be held for the five days from August 31 through September 4. Trolley operations at Mount Pleasant began in 1971.

The Boone & Scenic Valley Railroad (B&SV) has some interesting news. Thirty-three years after the trolley wires came down, a small section of the old Fort Dodge, Des Moines & Southern interurban will be restored to electric operation by the summer of 1989. The trolley wire has been erected and energized in front of the newly constructed B&SV depot. Wire is being strung over the track eastward one-half mile to the old interurban depot at Story Street in Fort Dodge. Mechanical problems have sidelined the Boone & Scenic Valley steam locomotives, so a diesel has been used to push and pull coaches and a caboose on tourist trips along the FtDDM&S line seven miles to the north. This route includes the Fort Dodge Line's famous 156-foot-high bridge and the longer but lower trestle across the Des Moines River. It is also expected to extend the overhead northward for future tourist trips to be pulled by the South Shore Interurban car owned by the B&SV.

The B&SV has been successful in its quest to acquire the last steam locomotive produced in China's Datong Locomotive Works. They purchased the final engine built there, a stock Chinese JS-Class 2-8-2 that was part of an over-run on an order of 70 locomotives for the Chinese railways. It is expected to arrive in the U.S. before the end of this summer.

Flashes

YONKERS, New York, will be the site of construction of people mover cars by Nissho Eiwa American Corporation in conjunction with AEG Westinghouse Transportation Systems, Inc. of Pittsburgh. Nissho Eiwa will manufacture and assemble cars initially for expansion of the system at McCarran Airport in Las Vegas, Nevada.

More coasting for trains, and the lower power consumption, have been the result of work by maintenance engineers at the METROPOLITAN ATLANTA Rapid Transit Authority. Changing the circuitry in the rail rapid transit cars is saving $400,000 a year. Before the change the average traction power cost per car mile was .242282¢; after the change is it .2322463¢.

GOMACO Trolley Company of Ida Grove, Iowa, has a contact with PORTLAND's Tri-Met to manufacture three modern cars that will have the appearance of the famous Portland Council Crest cars. The interiors will be wood, and the seats will be cane. Under it all will be a steel frame and modern controls. The old style replica cars will run on Portland's MAX light rapid transit from Lloyd Center to downtown Portland on holidays and weekends.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

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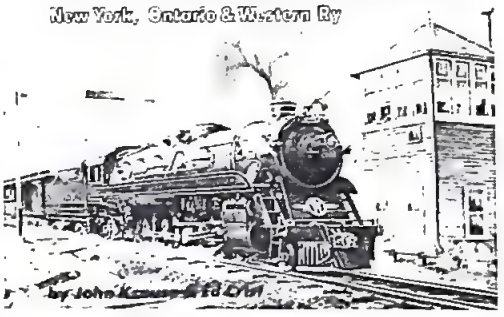

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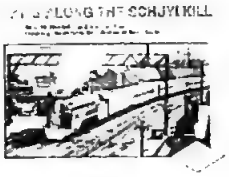

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Railnews

OPEN HOUSE AT EMD To celebrate the 50th anniversary of the development of its FT locomotive, the first successful road freight diesel, EMD is holding a public open house at its La Grange, Illinois, plant on the weekend of September 16-17, 1989. A varied and historic sampling of EMD motive power will be on display, and tours of portions of the EMD plant may be offered. Details of the open house are still being firmed up, so see next month's RAILNEWS for exact days and a schedule of events.

THE DESCHUTES CANYON Nearly two weeks after its appearance at LAUPT's 50th anniversary celebration (August '89 R&R), Union Pacific 4-8-4 8444 was still doing company business on the West Coast. Backed by SD60M 6085, it led a round trip special from Portland to Bend, Oregon, on May 21-22 for the Oregon Symphony Orchestra. For the pursuing railfans, this was one of the more interesting segments of the 8444's six-state summer '89 tour as it entailed UP's trackage rights over BN's freight-only ex-SP&S/Oregon Trunk line south from Oregon Trunk Junction (on the south side of the Columbia River, across from Wishram, Washington), through the Deschutes River Canyon and out onto the lava fields of central Oregon.

By May 30 the 8444 was back home in Cheyenne, Wyoming, and on June 8 was renumbered back to 844 with appropriate ceremony.

THE LAST GRAND TRUNK On May 22, 1989, Emons Holdings, Inc., announced that it had purchased CN's 163-mile Grand Trunk line between Norton, Vermont, and Portland, Maine. The $12-million deal was actually closed May 19, the day the last Grand Trunk train had departed Portland behind CV GP9 4447.

Emons took over operations on May 22 through its new subsidiary, the St. Lawrence & Atlantic Railroad. Traffic on the StL&A will apparently be much like the previous GT/CN schedule, with a westbound departing the Guilford interchange at Danville Junction near Portland in the morning and an eastbound departing the CN interchange at Island Pond, Vermont, late in the afternoon. Six CV GP9s, two leased Winchester & Western GP9s and Emons' three ex-AT&SF CF7s will form the initial StL&A roster. As of mid-June, one of the three CF7s was already wearing fresh Imron paint in StL&A's yellow & black scheme. Based in York, Pennsylvania, Emons Holdings also owns the Maryland & Pennsylvania and Yorkrail—GREG NAZAROW.

COURT RULES ON P&LE Much divided in its decision (5-4), the Supreme Court ruled on June 21, 1989, in favor of the railroad in the celebrated P&LE sale to a subsidiary of the Chicago West Pullman Corpororation. The court ruled that the P&LE did not have to get the approval of its unions before going out of business. While this sets a precident others will undoubtedly follow, the ruling is limited to to situations where the "entire railroad is being sold to another company not owning any other railroad." This decision overuled a lower court that sided with the unions.

Although the railroads did not get the unqualified victory they were hoping for, the decision was a turn in the right direction. While the case was being decided, the status of nearly all the substantial proposals to create short lines or regionals from spun-off lines of big carriers had come to a virtual halt over the degree of labor protection required in such transactions. This decision did not fling open the gates, but the door does seem to be opening a crack.

NORTH STRATFORD RAILROAD New Hampshire's North Stratford Railroad, formerly the Beecher Falls branch of the Maine Central, officially called it quits on April 8, 1989. With General Manager Ed Clark at the throttle, a run was made to the Grand Trunk (now StL&A) interchange at North Stratford with NSRC boxcars. It marked the end of revenue service as far as Clark was concerned. He has operated the line under contract with the state since 1977.

With insurance due to expire on May 31 and home road boxcars and two locomotives still on the property, the policy was renewed through September. The NSRC's 44-tonner, out of service for at least four years, reportedly must be made operable and released to its owner, the State of New Hampshire, which also owns the NSRC track and real estate. The active ex-MEC Alco S1 will also have to vacate, requiring at least one more move over the road. Three-fourths of NSRC's leased 100-car fleet of 40-foot boxcars has been taken over by the nearby Berlin Mills Railway, mostly as storerooms-on-wheels for the big James River paper plants.

A management change in the mid-1980s at North Stratford's only customer, Ethan Allen Furniture at Beecher Falls, Vermont, precipitated decreased use of the railroad in favor of trucks. The line's only connection, CN/Grand Trunk, was never very interested in publishing attractive joint tariffs with the small road to develop new traffic or keep what it had, according to Mr. Clark, despite the fact that CN's service at North Stratford was excellent to the end. It falls to New Hampshire to determine the fate of the line. Perhaps there's a tourist railroad or museum out there that's looking for a scenic rail line complete with a turntable and runaround at both ends, a depot and a one-stall enginehouse—GREG NAZAROW.

PERE MARQUETTE 1225 The Shiawassee Valley Railroad Company is sponsoring a series of trips this summer on the Tuscola & Saginaw Bay with Pere Marquette 2-8-4 1225. Her first outings of the year were June 3 and 4 on 20 miles of TSBY's ex-New York Central trackage between St. Charles, Owosso and Chesaning, Michigan. Similar trips are scheduled for July 15-16, September 2-4 and October 14-15. See TIMETABLE for ticket details. The 1225 returned to active service in early September 1988 after a 17-year restoration project which had begun in 1971.

FOX RIVER VALLEY The Chicago & North Western announced last December that it had sold 208 miles of trackage between Green Bay and Granville, Wisconsin, via Fond du Lac, with trackage rights into Milwaukee, to the Fox River Valley Railroad for $60 million. (Granville is ten miles north of Milwaukee.) Interestingly, the C&NW still operates a parallel route via Sheboygan. The deal closed on December 9, 1988, and the price included equipment and facilities. Operations seem to be keeping the former-C&NW schedule of two trains each way per day.

Motive power is a mixed bag of former C&NW GP7s, GP9s, GP9Us, GP30s and GP35s. The company colors are red and yellow (page 2), and as mid-June at least two locomotives had been painted. The first unit in the bright new scheme was chop-nosed GP9u 1701, ex-C&NW 4509, painted at the Green Bay & Western's shops in Green Bay. In all, over 32 locomotives were purchased with the railroad, and at least one unit has been procured from an outside source: SD24 2401 (former-Maryland Midland, nee-CB&Q) from National Railway Equipment in Dixmoor, Illinois.

ONR'S ELIMINATION OF TIMMINS On May 1, 1989, the Ontario Northland ceased operation into Timmins, Ontario, and during the weeks that followed the railroad was ripping up track and leveling structures. Among the buildings to be razed is the last wooden roundhouse on the ONR. The Timmins station will remain to serve as a bus terminal.

The *Northlander* passenger train that served Timmins has been cut back 33 miles to Proquis Junction. It used to be serviced at Timmins during the nightly layover, but this operation has moved to South Porcupine, about six miles from Timmins, where a structure has been built to provide commercial 480-volts a.c. to the train. They simply plug in the train and service it on what used to be the main line. Though the main line officially ends at South Porcupine, freight service extends to Kidd, where the ONR switches the Texas Gulf Sulfur facility.

Apparently the City of Timmins wanted the railroad's downtown land for development, and following a gasoline spill from an Esso distributor which entered the sewer system and started several fires (at no fault of the railroad's), it was decided that deliveries of dangerous cargoes by rail car were no longer welcome. The ONR right of way is also needed to relocate and widen Highway 101 in the town of Shumacher, just east of Timmins. Since the ONR is a commission of the government of Ontario, it is susceptible to political pressure—BRAM BAILEY.

IN THE WAKE OF THE CC&H In rather swift response to the February 1989 annulment of state support for the Cape Cod & Hyannis Railroad's passenger service out of Boston (May '89 RAILNEWS), George Bartholomew, owner of the Bay Colony and Edaville Rail-

MIKE EAGLESON

PERE MARQUETTE 1225 ran her first excursions of 1989 between St. Charles, Owosso and Chesaning, Michigan, on the TSBY June 3-4. She's shown backing the train near Owosso on Sunday the 4th.

BRIAN BAILEY

ONR'S ELIMINATION OF TIMMINS, Ontario, from its timetable on May 1, 1989, has shifted the service point for the Northlander six miles away to South Porcupine, where the train was being serviced on the main line on May 27.

UNION PACIFIC

UP'S NEW DISPATCHING CENTER in Omaha, Nebraska, began service on June 1, 1989, by taking control of the Seattle-Hinkle district. The state-of-the-art facility (right) will run all of UP's 23,500-mile system by the end of 1990.

roads, launched his Cape Cod Railroad on June 11 with a Hyannis-Sagamore round trip using Bay Colony S4 1058 and three ex-CC&H coaches (the Cape Cod purchased a total of five coaches, a tavern car and the parlor *Nobska* from CC&H). Summer excursion service will be offered between Hyannis and Buzzards Bay four days a week. The 1058 wears new black paint and has been lettered for the Cape Cod Railroad. A pair of RS1s from the Genesee & Wyoming are expected to join the CCRR roster, with at least one to be painted in New Haven green & gold.

Because the CC&H's immaculate equipment was put up for sale soon after the subsidy was cut, GP9s 21-25 were quickly snatched up by railroad financier Rail-Tex, which distributed the units to its subsidiary short lines as follows: Nos.20 and 23 to the North Carolina & Virginia, No.24 to the Mid-Michigan and Nos.21, 22 and 25 to the South Carolina Central.

UP'S NEW DISPATCHING CENTER Operation of Union Pacific's Harriman Dispatch Center in Omaha, Nebraska, was begun June 1, 1989, when the $55-million facility relieved the Portland, Oregon, dispatching office of its control over UP's Sea/Port Division (plus several miles of the Spokane Division) from Seattle, Washington, to Hinkle, Oregon. By late 1990, UP's nine remaining districts will be controlled from the Harriman Center by 200 dispatchers, with a support staff of 600 handling crew calling, time keeping and other administrative jobs.

UP spokesman John Bromley referred to the center as "the railroad version of SAC," comparing it to the Strategic Air Command center at nearby Offutt Air Force Base. Indeed, the construction of the Harriman Center within the former UP freight house at 9th & Jackson Streets called for the lowering of the floor by 15 feet, resulting in a structure UP calls "the bunker," with 18-inch thick walls built to withstand tornadoes. The center is even capable of interfacing with the Air Force's proposed MX missile rail garrison trains.

At the heart of the center are eleven computers built by Digital Equipment Corporation which can monitor train movements systemwide and alert dispatchers and train crews to unforeseen conflicts. The entire 23,500-mile UP system is projected as a multicolored schematic on a pair of 208-foot long screens, and scaled-down schematics of specific subdivisions are viewed on monitors at each dispatcher's desk. The "Star Wars" look of the Harriman Center's control room had originally been implemented, though on a much smaller scale, at UP's Portland dispatching center in July 1986.

UP (BANK)ROLLS WITH C&NW In yet another move to preserve its rail access to Chicago, the Union Pacific Corporation joined with the CNW Corporation, Blackstone Capital Partners and the

Donaldson, Lufkin & Jenrette Securities Corporation in a June 6 merger forming the Chicago & North Western Holdings Corp. The $1.6-billion agreement is designed to protect the C&NW railroad from corporate takeover and dissolvement by investment firms such as New York-based Japonica Partners, which had to back down after several attempts at buying the CNW Corp. (August '89 RAILNEWS). As a condition to its support of the C&NW Holding Corp., UP will maintain authority of its own trains over the C&NW line between Fremont/Council Bluffs and Chicago, and should the C&NW's operation of the line interfere with UP's high-priority intermodal traffic, UP will assume absolute control.

As reported last month, UP acquired an option to purchase the Iowa Interstate Railroad for access to Chicago when its C&NW connection seemed threatened. That option will remain valid until 1992. Also during the next three years, C&NW will spend $115 million to upgrade its track on the Council Bluffs-Chicago route.

CHINESE MIKADO 1647M The arrival of the first Chinese steam locomotives into the United States is getting closer. The Tangshan SY-Class 2-8-2 for the Valley Railroad in Essex, Conn., is complete, and on May 2, 1989, it was fired up for the first time. On May 8, after several days of final assembly, it was run out on the Tangshan test track for the first time. The VRR is now working with a freight agent to ship the locomotive to the States. The present politics between the U.S.A. and China has apparently affected the delivery only slightly.

The locomotive is expected to arrive by late summer at Camden, New Jersey. The builder's number on the SY 2-8-2 is 1647M (The "M" stands for *Meiguo*, the Pinyin rendering of the Chinese characters meaning America.) Dave Conrad, the Valley Railroad's chief mechanical officer, supervised much of the building of 1647M, and he says it will remain in Chinese livery for at least the first couple of seasons. The Valley Railroad is an authorized importer for Chinese locomotives and parts, many of which can be used on American locomotives. If the SY arrives as scheduled it will be the culmination of three years work, most of which was spent getting the approvals and determining the modifications required to meet U.S. specifications. Among the changes from Chinese SY production standards were some thicker firebox sheeting, X-rays of the welded seams, modified staybolt patterns and grab irons bolted instead of welded.

The Datong JS-Class 2-8-2 for the Boone & Scenic Valley tourist line in Boone, Iowa, is also complete and ready for shipment and should also be here later this year. It is interesting to note that the Boone & Scenic Valley's SY 2-8-2 was part of an overun from a 70-engine order. While it is the last locomotive built at Datong, it is a "stock" Chinese 2-8-2 which will not meet, without modification, American ASME or FRA requirements. This could pose problems in certifying the Datong engine for operation in the U.S.

RIO GRANDE K27 Following a total rebuild at the Mt. Morris shops of the Huckleberry Railroad northeast of Flint, Michigan, ex-D&RGW K27 2-8-2 464 was steamed up and tested on May 30, 1989. On June 6 it ran light around the entire three-foot-gauge line, which operates in conjunction with the Crossroads Historic Village in Mt. Morris. The 464 was the last of the K27 class to be built, and with sister 463 stored unserviceable on the C&TS at Antonito, Colorado, the 464 is also the only "Mudhen" operating today. Its public debut will be during the Huckleberry Railroad's Railfan Weekend July 8-9, and it should become the line's regular motive power in August when ex-Alaska Engineering Commission 4-6-0 152 enters the shop for overhaul.

A TENDER MOMENT On April 22, 1989, things got fired up at the California Steel Industries plant in Fontana, California, where Santa Fe 4-8-4 3751 is being restored by the San Bernardino Railroad Historical Society. Sorry, folks, the locomotive isn't running yet; the flames were from a vacant warehouse building that was set afire by the Central Valley Fire Department as a practice exercise (page 4). Because of the intense heat, a CSI Fire Department pumper truck protected the tender with a stream of water. It sustained no damage.

The SBRHS has maintained a low profile since moving the 3751 from its display site at Viaduct Park, adjacent to Santa Fe's San Bernardino station, to the CSI plant in Fontana in May 1986. Prior to that, the society had to negotiate the purchase of the locomotive from the City of San Bernardino, which obtained it as a donation from Santa Fe in 1958 (it had been retired in 1953). Project 3751, as the society's restoration effort is officially called, got under way in 1981 when signs of vandalism and weather damage to the 4-8-4 were becoming more apparent. There is now a fully functional shop on the CSI property where restoration is already under way, limited only by the funds available from donations and other SBRHS functions.

Since it was the first Santa Fe locomotive to arrive at LAUPT with a revenue passenger train on the station's opening day, May 7, 1939, the 3751 would have been a nice touch even as a static display during this year's 50th anniversary at LAUPT. The SBRHS is exploring possibilities for running the 3751 on excursions and appropriate historical or civic occasions—DON TOLES.

AFTER 30 YEARS Freed from its display plot in a Chehalis, Washington, park and restored by the Mt. Rainier Scenic Railroad, Cowlitz, Chehalis & Cascade 2-8-2 No.15 was fired up on April 28, 1989, some 34 years since it was last run. On the 30th, it was sandwiched between Mt. Rainier Scenic's 2-8-2 No.5 and NP-liveried F9 7012A for the 3.8% climb out of Tacoma on Chehalis Western's ex-Milwaukee Road trackage with a 66-mile excursion to Western Junction. Then on May 19, CC&C No.15 performed solo with a mixed train (page 2) over a portion of Mount Rainier Scenic's leased CW trackage out of Elbe, and the following day it led a special from Frederickson Junction to Chehalis with area dignitaries on board. These various movements were reportedly in preparation for the start of summer tourist trains which are scheduled to operate between Chehalis and Centralia.

Built by Baldwin in 1916 as Puget Sound & Cascade Railway 200, the 2-8-2 was sold to Chehalis-based CC&C and subsequently donated to the city in the late 1950s.

THE ARIZONA CENTRAL April 14, 1989, saw the start of the Arizona Central Railroad, which operates on the 38-mile ex-AT&SF branch between Drake (its interchange with the Santa Fe) and Clarkdale, Arizona. Motive power for the AZCR includes ex-Santa Fe GP9m 2278, still in warbonnet blue & yellow but lettered for the AZCR as of mid-May (page 2), and ex-Great Western (nee-WP) GP7s 705 and 703, which were given AZCR markings before departing GW's Loveland, Colorado, shop in late May.

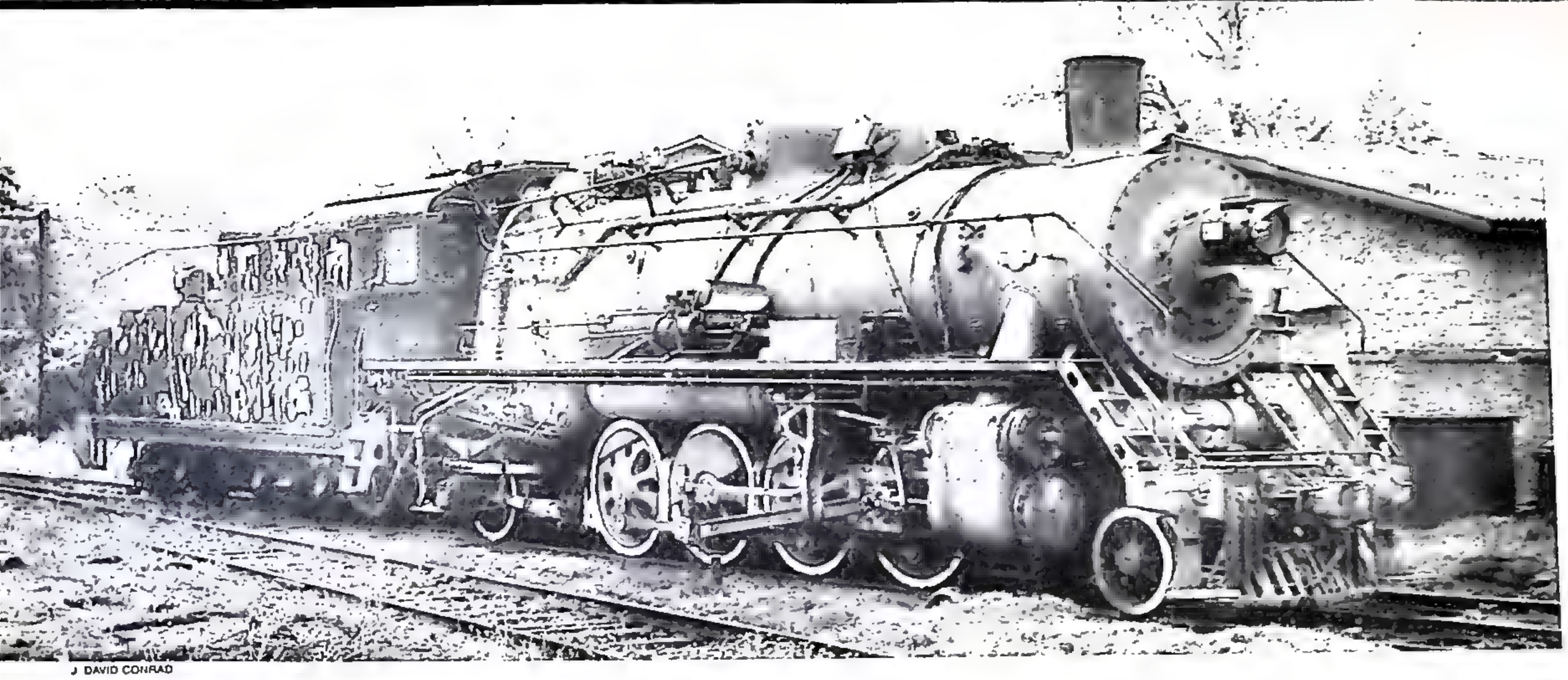
The Arizona Central serves the Phoenix Cement Company plant at Clarkdale, bringing in coal and shipping out covered hoppers of cement. Santa Fe had been working the plant with a weekly turn from Phoenix, but the AZCR plans tri-weekly service up the line to Drake—RICHARD CAMPBELL.

ATLANTA & WEST POINT 4-6-2 290 The heavy Pacific being overhauled for service on the New Georgia Railroad passed its first test under steam on June 13, 1989. The Savannah & Atlanta light Pacific 750, which has been New Georgia's only operating steam locomotive to date, is currently sidelined for running gear work, and Chief Steam Mechanic Wallace Haywood says "all our energies are going toward the 290." The 750 will not run in 1989, and the long-awaited 290 is expected to be the primary locomotive on the New Georgia by the late summer.

The New Georgia operates Saturdays-only excursions in season on an 18½-mile loop around Atlanta and into Stone Mountain Park on designated Saturdays throughout the season. Until the 290 is operating, trains are handled by the NGRR's E8s 6901 and 6902 or FP7s 3498 and 3499.

THE LS&I ALCO PURGE April 1989 marked the beginning of the end for Lake Superior & Ishpeming's Alco fleet, as eight ex-BN U30Cs arrived on the property, displacing LS&I's RSD12s. Four more U30Cs due for delivery will enable the LS&I to dispose of its remaining Alcos. They will be keeping their GE U25C and U23Cs.

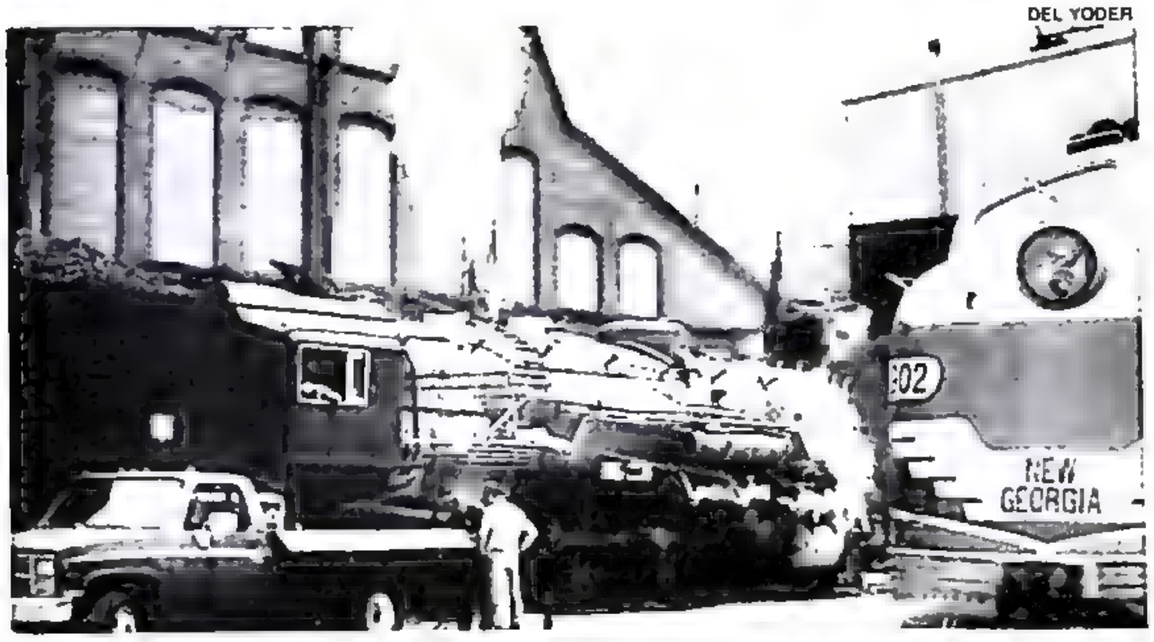
As early as January 1989, the Dakota, Minnesota & Eastern had been showing interest in LS&I RSD12s 1801-1803 and 1851-1853, but no transaction was made. Those six RSD12s, plus the 1850, were purchased by the Nashville & Eastern, which began taking delivery of the 1850-1853 during late June. The N&E, which operates 110



J. DAVID CONRAD

CHINESE MIKADO 1647M was rolled out at the Tangshan Locomotive & Rolling Stock Works for testing on May 8, 1989. The SY-Class 2-8-2 is due to reach the Valley Railroad of Essex, Conn., by late summer 1989.

DEL YODER



ATLANTA & WEST POINT 4-6-2 290 was undergoing her first pressure test at the New Georgia's Pullman Shops in Atlanta, Ga., on June 13, 1989. With the New Georgia's regular power, Savannah & Atlanta 4-6-2 750, down for repairs, it's hoped the 290 will be in service by late August.

MIKE DEL VECCHIO

MORRIS COUNTY CENTRAL 2-8-0 385 was pulled from the MCC shed in Newfoundland, N.J., on May 28, 1989, and taken to the NYS&W's Little Ferry shop for evaluation. If the 1907 Southern Railway Baldwin can be restored at reasonable cost, NYS&W may use it for public excursions.

JIM BAUER

THE LS&I ALCO PURGE began with the sale of RSD12s 1801-1803 and 1850-1853 to the Nashville & Eastern. On June 17, the 1850-1853 were southbound in a Wisconsin Central freight (left) at Hamilton, Wis. With ex-BN U30Cs taking over, the LS&I is selling its remaining Alcos.

miles of the old Tennessee Central main line and three branches, holds an option to buy an eighth RSD12 (1804), but the LS&I is keeping that unit for the time being as a backup for its Munising RS3. There are so far no buyers for LS&I's six ex-Santa Fe RSD15 "Alligators."

The eight ex-BN U30Cs have been renumbered into a new LS&I 3000 series as follows: 5931/3000, 5828/3001, 5830/3002, 5937/3003, 5825/3004, 5929/3005, 5932/3006 and 5934/3007.

MORRIS COUNTY CENTRAL The New York, Susquehanna & Western, after announcing it would operate the steam trains for the Steamtown National Historic Site out of Scranton on the D&H's former-DL&W main line (August '89 RAILNEWS), has resurrected a steam locomotive of its own. Southern Railway 2-8-0 385, which had migrated north via the short line Virginia Blue Ridge (1952) and then the Morris County Central tourist railroad (1963), was removed from the MCC's shed in Newfoundland, N.J., after eleven years of dead storage, and taken to the NYS&W's Little Ferry, N.J., shop for evaluation. The now-defunct Morris County Central had initially operated on the Morristown & Erie out of Whippany, N.J., and moved to the abandoned main line of the NYS&W at Newfoundland in 1973. It operated until 1980 and then closed up shop, leaving the 2-8-0 and an ex-VBR U.S. Army 0-6-0 in the newly-built shed near Newfoundland (along with O. Winston Link's CPR 4-6-0). The ownership of the MCC equipment reverted to Delaware Otsego, which bought the NYS&W in 1980. Much to everyone's surprise, the NYS&W's line alongside the steam shed was refurbished and became part of a transcontinental route for double-stack container trains behind SD45s and brand new Dash 8-40Bs. The NYS&W has arranged with mechanical consultants Frank Larkin and John Snogans to survey the 2-8-0 and see what it would take to restore her to service. The long-suffering crew of volunteers who had nursed the 385 from Whippany to Newfoundland and into the shed were on hand to pull her out and will assist in the work if the project gets a go-ahead.

Brills in

BRILL BULLET 209, southbound on May 29, 1987, has just passed Villanova Junction where the Strafford line used to angle to the left at the curve in this scene, Bullet 206 (right) was at Norristown terminal on the evening of June 8, 1987.

Ever since my first visit to the famed Philadelphia & Western high speed line between Norristown and Philadelphia, Pennsylvania, in February 1955, I have found it a fascinating system. Not only was this line built to incredibly high engineering standards for an interurban electric railway, but it has hosted some of the most innovative rolling stock the industry ever fielded, including the line's own "Bullet" cars, the North Shore Line's *Electroliners* (operating as *"Liberty Liners"* on the P&W), and in earlier years, the famous Cincinnati & Lake Erie lightweights in Lehigh Valley Transit dress. Hence, even though I ultimately wound up on the West Coast, I have visited it at intervals over the past 30 years and have never lost my fascination with it.

Despite these many visits, one impression that I have never overcome is the differential between the sight and sounds of the enduring Bullet cars. Every time I visited Norristown terminal and a Bullet was there, I was struck by how modern the cars look despite their advanced age; their streamlined contours give them a timeless quality that belies their 1930s origins. And yet, when I would hear the hammering of their air pumps and the high-pitched wine of their drive gears as they accelerated like "scared jack rabbits" from a station stop, I would quickly realize that, unlike PCCs, they are 1920s electric railway technology dressed in a carbody light years ahead of its time.

Unfortunately, with nearly 60 years of service, the days of the famous Bullets and their older Strafford cousins are numbered. Except for New Orleans' St. Charles Line cars and a handful of ex-Reading "Blueliners," they are the last regularly operating remnant of that classic '20s and '30s electric railway technology in this country, and they are slated for complete replacement in less than two years.

Because of operational incompatibility with second-hand Chicago Transit Authority cars brought in late 1986 to solve interim rolling stock problems, the five remaining Bullet cars had been relegated to weekend-only service for the last couple of years. Modifications made to the anti-climbers of the CTA cars, however, have permitted the Bul-

the Hills

Part One: SEPTA's Norristown High Speed Line is still home to a small fleet of 1931-built Brill Bullet cars.

by Donald R. Kaplan

lets to be returned to full time service. So now is the time to photograph and ride these classic cars before they turn their last wheels in revenue service.

The Norristown line

Although only 13.5 miles long today, at inception the Philadelphia & Western line was intended to be longer and more representative of its general title. Officially incorporated as the Philadelphia & Western Railroad Company on May 21, 1902, it was chartered to build from 63rd and Market streets on Philadelphia's west side to Parkesburg, Pennsylvania, 44 miles west. The road originally was intended to be a link in George Gould's proposed transcontinental system. There even were plans for the line to have its own route into downtown Philadelphia where it would tunnel under the Delaware River for an ultimate extension into New Jersey and New York. Needless to say, none of these grandiose schemes ever came to pass, and the P&W remained the modest property we know today.

The first section of the P&W constructed was an eleven-mile segment from 69th Street Philadelphia to Strafford (east of Paoli), roughly parallel to the Pennsylvania Railroad's Philadelphia-Harrisburg main line. Since it originally had been intended to be a high speed, main line competitor of the Pennsy, the P&W was built to the best of steam road standards, including double track, complete absence of grade crossings, a 2.5% ruling grade and a maximum curvature of five degrees. However, because the road traversed rugged terrain, construction was costly and ultimately drained its treasury. This, together with the fact that its initial construction coincided with the collapse of the Gould empire, meant that it would never proceed any further west toward its Parkesburg destination, much less become part of a larger system.

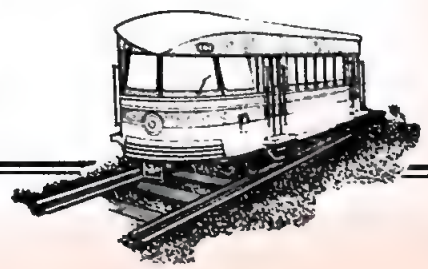
After an initial reorganization so that additional funding could be obtained, the line to Strafford was opened for service on May 22, 1907. Although it originally was intended to be steam operated, it was later decided to run passenger service electrically, while the freight would be hauled by steam. Initially, it was proposed that current would be supplied by overhead trolley, but, because of the completely grade-separated nature of the right of way, it was subsequently decided to use under-running third rail. Continuing problems with insulator breakage and power leakage, however, induced the line to switch to an over-running third rail system with the opening of the Norristown Branch in 1912 (the over-running system has the rail on the bottom with the pick-up shoe sliding across the top of the rail).

With its line running toward downtown only as far as the western limits of Philadelphia at 69th Street, Upper Darby, the P&W was at a disadvantage in competition with the neighboring Pennsy because it could not offer a one-seat ride to the city center. At one point it even planned to build its own subway and elevated line into downtown Philadelphia. Unfortunately, since the Philadelphia Rapid Transit company had received a prior franchise to build the Market Street subway/elevated, the P&W proposal was turned down by the City. Since the PRT line was built to Pennsylvania broad gauge of 5'-2¼" rather than to the standard gauge of the P&W, it meant that P&W Philadelphia passengers would always have to transfer at 69th Street.

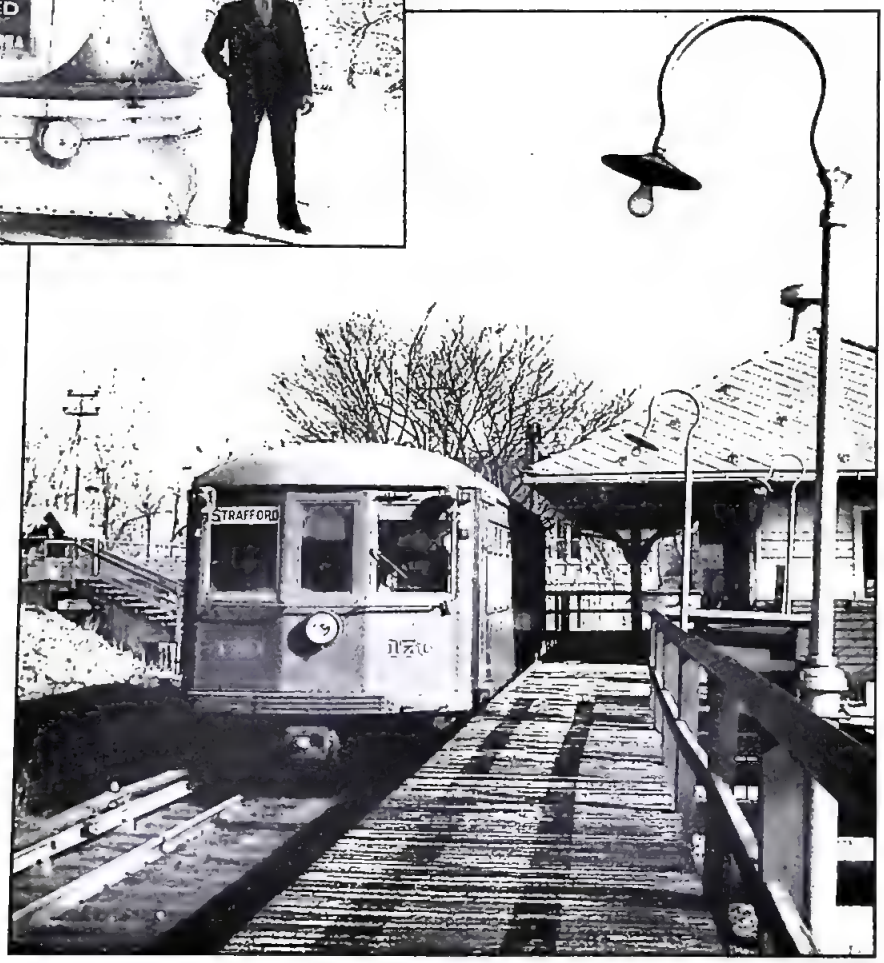
Despite the high quality of its infrastructure, the P&W did not fare well financially during its first several years. Although it served the same territory as the Pennsy, it was built south of those tracks, through relatively unpopulated portions of that region. Hence it did not offer any real serious competition to the home road. It was clear that if the Philadelphia & Western were to make a go of it, it would have to provide service to a more populous region. Fortunately, its salvation would come from another interurban electric railway, the Lehigh Valley Transit Company (LVT).

Since 1898 the LVT had operated a country trolley line from Allentown to Erdenheim, at the Philadelphia city limits north of Chestnut Hill. In 1910, Le-

PHOTOGRAPHY DONALD R. KAPLAN, EXCEPT AS NOTED



JOHN F SCHARLE



AARON G FRYER

PHILADELPHIA & WESTERN'S original western terminus was Strafford (below), where car 170 paused at the P&W depot on February 19, 1956, adjacent to the PRR "main line" passenger station just visible up the stairs to the left. The Strafford line shut down on March 22, 1956. Connecting with the P&W at Norristown was the Lehigh Valley Transit "Liberty Bell Route" to Allentown and Bethlehem. The LVT used ex-C&LE lightweight cars like the 1000, shown (left) at Norristown on December 5, 1940.

high Valley Transit began ungrading its "Liberty Bell Route" into a high speed line and was looking for a faster entrance to the city than was provided by the PRT's streetcars. A large Philadelphia Banking House, Edward B. Smith & Company, owned interest in the LVT, and in August 1910 it purchased control of the P&W and financed the construction of a 6.5-mile P&W branch north from Villanova to Norristown to connect with the LVT. Built through hilly terrain, the Norristown Branch was constructed to the same double track, grade-separated standards as the original Strafford main by the Stone & Webster Engineering Corporation, famous for their construction and operation of electric railway properties nationwide.

The Norristown Branch opened officially on August 26, 1912, and served not only P&W trains between 69th Street and Norristown but also Lehigh Valley Transit cars to Allentown. Business on the branch so overshadowed the original Strafford line that ultimately the two segments reversed roles with the Norristown section becoming the main stem and the Strafford line the branch.

Increased competition for Philadelphia "main line" commuters came when the Pennsylvania Railroad electrified its trackage as far west as Paoli in 1915. By making sure that they kept the joint fares between P&W and the PRT lower than the Pennsy, the P&W was able to meet this new challenge. In fact, through the mid-1920s the P&W not only survived but thrived. It was during this time that it achieved the highest levels of ridership and profits in its history. Unfortunately, due to increased competition from private automobiles as well as the precipitous economic crisis of the Great Depression, the company experienced the same marked financial reversals that interurban properties were encountering nationwide.

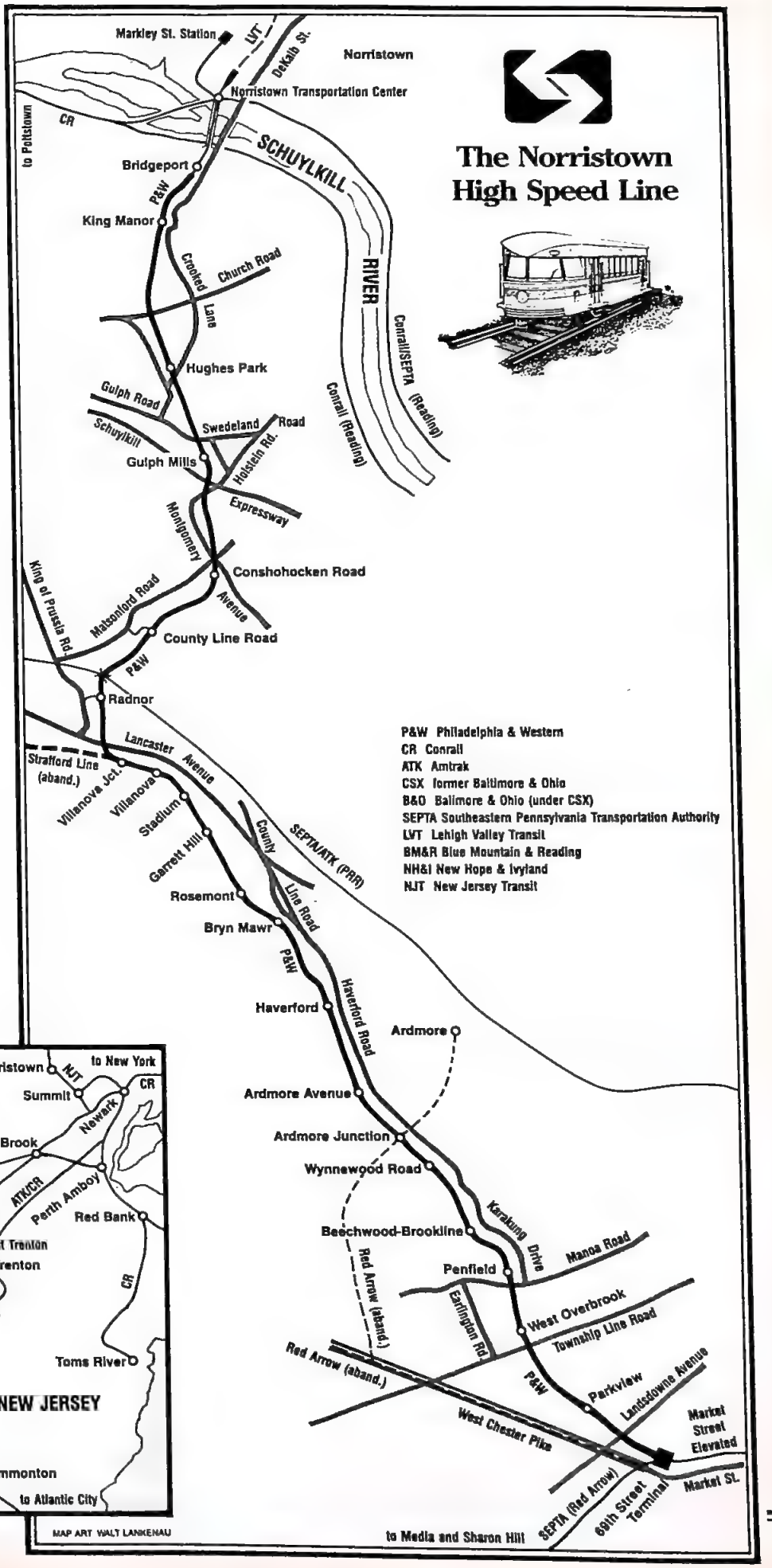
Dr. Conway's prescription

The P&W's salvation and ultimate survival would come through the efforts of one of the industry's most innovative managers, Dr. Thomas Conway, Jr., who was recruited by the P&W to help lead it out of its economic woes. Conway had been Professor of Finance at the University of Pennsylvania's Wharton School of Economics. During that period he had developed a theoretical framework for the improvement of electric railway properties. He had been successful in applying those principles to the rehabilitation of the Chicago Aurora & Elgin, which he managed from 1922 to 1926, and to the Cincinnati Hamilton & Dayton which, in the late 1920s, he parlayed into the giant Cincinnati & Lake Erie interurban system

in Ohio (where he innovatively placed into service the famous C&LE high speed lightweight cars).

Immediately after his official appointment as director and chairman of the board of the P&W on June 2, 1930, Conway rolled up his sleeves and went to work. In order to compete more effectively with the Pennsy and Reading's recent electrification of their Norristown suburban lines, he lowered fares significantly and superelevated curves for high speed operation. His most significant move was ordering the high speed Bullet cars and reconstructing the existing standard steel units for higher speed operation. Conway knew that since he could not compete with a one-seat ride, he would have to resort to a speed-up. By ordering new equipment designed specifically to reduce wind resistance and constructed of lightweight aluminum alloys to reduce weight, not only could he achieve the service acceleration he desired, but he also could obtain significant economies in power consumption and thus reduce operating costs in this critical economic period. Moreover, it was hoped that the Bullets' streamlined image would capture the imagination of the riding public and thereby make the service competitive with the region's steam lines. Since Conway had had experience with development of lightweight high speed cars on the C&LE, he used the same approach and technology on the P&W.

Despite these and other measures to stimulate ridership and effect operating economies, the railroad's financial status continued to worsen to the point that it was forced to declare bankruptcy in April 1937. While Conway's efforts did not manage to reverse its conditions, they served as holding actions until wartime traffic provided salva-



tion. In fact, there are many who believe that were it not for the war and the postwar boom in suburban development, that the P&W would have been abandoned in the 1940s. As it was, the LVT cars stopped running south of Norristown in 1949, and the Liberty Bell Route was abandoned in 1951, though LVT continued to operate trolleys in the Allentown area until 1953.

P&W becomes "Red Arrow"

During the war and postwar period, Philadelphia Suburban Transportation Company (PST), which owned and operated the "Red Arrow" West Chester, Media, Sharon Hill and Ardmore trolley lines out of 69th Street, gradually acquired control of the P&W and ultimately wrested the leadership from Conway and his management team. The P&W officially came under the PST banner in 1954.

Interestingly, the Strafford line that had started it all nearly 50 years before, became the line's first casualty when it was abandoned on March 22, 1956. Having been the weakest part of the P&W financially, it never developed the passenger traffic to justify its continuance in a territory heavy with competition from its arch rival Pennsy.

Like a fish being swallowed by a larger fish, Red Arrow (including the P&W) in turn was purchased by the large regional transit agency, Southeastern Pennsylvania Transportation Authority (SEPTA) in 1970 and became known as SEPTA's Route 100: the "Norristown High Speed Line." In spite of these major corporate realignments, locals still refer to the Norristown line as the "P&W," even though that name ceased to exist over 30 years ago. Given that SEPTA also operates the ex-Pennsy and Reading commuter rail services, it is ironic that these past rivals have finally become strange bedfellows in the Greater Philadelphia area's transit system.

ROBERT T. NOBLE

ARDMORE JUNCTION is merely a station on SEPTA, but at one time it lived up to its name as the P&W interchanged passengers there with the Red Arrow's Ardmore streetcar line, where Brilliner 6 was photographed under the P&W in the early 1950s before the line was abandoned. Bullet 209 was on that same bridge in June 1987.

Despite problems with operating personnel and an aging equipment fleet, until recently the P&W managed to hold its own with a daily ridership of 9000, the highest it has had in the last 35 years. At least 25% of that figure has come from "reverse commuters" who live in Philadelphia but work in the suburbs. Not only has there been the recent development of some small industry in the vicinity of Hughes Park near Norristown, but Radnor Township west of Villanova, in particular, has experienced a boom in development. Wyeth Laboratories, *TV Guide* and Sun Oil have their corporate headquarters in Radnor, and a significant proportion of the line's ridership consists of employees of these firms who live in Philadelphia and work in Radnor and vicinity. By offering more frequent service, the P&W has been able to corner a significant part of this market, and the picture looks bright for the future.

Following a two-month-long Red Arrow Division strike between April and June 1986 and a cessation of rail service due to a lack of availability of rolling

TWO PHOTOS JIM BOYD

THE OLD NORRISTOWN terminal was being demolished on June 18, 1989, replaced by the still unfinished "Norristown Transportation Center" (above) that was opened on June 15.

stock that fall, ridership on the P&W plummeted to a low of 3000 per day. It has since rebounded to 7400. However, it is interesting that the traffic lost was the conventional commuters from suburbs to the city, whereas that which was retained was the newer reverse commute ridership. Thus increasingly, the P&W has become a "railroad to the suburbs," taking on a new role that seems to be occurring more and more nationwide as the economy becomes more service oriented and the workplace shifts to suburbia.

The Norristown terminal

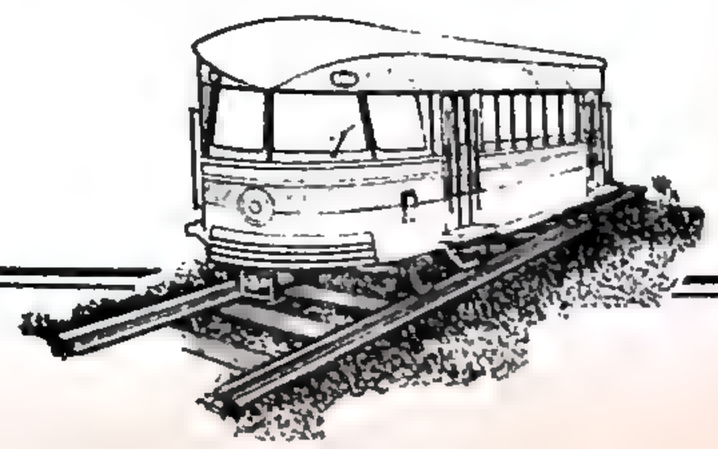
On June 15, 1989, the P&W was shortened by about a city block when the new Norristown Transportation Center was opened at the point where the P&W crossed over the now-abandoned PRR Norristown Branch right of way adjacent to SEPTA's former-Reading electrified Norristown line. Up until that time, the P&W trains terminated as they had since 1931 on elevated trackage at the second story of their terminal building at the corner of Swede and Main Streets. As originally built and throughout the days of Lehigh Valley Transit service, the elevated track extended across Main Street and descended a ramp to street level a block north of Main opposite the Montgomery County Court House where it connected with the LVT street trackage. The station stop for the P&W was in the street in front of the Rambo House, where the P&W and LVT maintained a joint ticket office. The terminal on the elevated structure at Swede and Main was opened in 1931 with the introduction of the Bullet cars. Following LVT abandonment in 1951, all elevated trackage north of Main Street was dismantled, leaving the elevated terminal as a strange single-track stub (see color on page 73).

The brand new $8 million Norristown Transportation Center P&W terminal facility is located above the intersection of Swede and Lafayette Streets, one block south of the old terminal. It has two terminal tracks rather than one for additional car storage capacity and is an intermodal facility serving not only P&W trains but also Montgomery County buses. Adjacent to the P&W/bus structure (incomplete even though open to traffic in mid-June 1989) is the handsome DeKalb Street Station of the Reading line that is linked to the new facility by walkways. SEPTA's ex-Reading Norristown line trains terminate at a separate station a few blocks to the north and east along Markley Street.

While the P&W Norristown Terminal in recent years was a veritable shadow of its past glory, with only a concession on the main floor and an escalator leading to the platform level above, there remains a tile mosaic in the sidewalk in front of the station entrance depicting the P&W structure with a Bullet car sitting on the elevated track. It is one of four commemorative tile circles located on each of the corners of the intersection of Swede and Main that call the public's attention to a significant feature of Norristown history. As the elevated is being demolished and the associated buildings are boarded up, the sidewalk tile may soon be the only tangible reminder of this distinctive station.

South from Norristown

Departing timetable southbound from the new Norristown Transportation Center, the P&W's single track main heads south-southeast on a steel elevated right of way that forms part of the most impressive structure on the line, the 3850-foot-long bridge across the Schuylkill (pronounced SKOO-kull) River and then Conrail's former-Reading main line via Valley Forge to Reading. This impressive, all-steel



69th STREET TERMINAL is the south end of the P&W. Bullet 209 (right) was departing the P&W stub terminal as Strafford 162 sat on Track 3. Inbound Bullet 208 was running wrong main (above) around the track gang at the 72nd Street Shop. Villanova (below) is a typical modern P&W station. These photos were May 1987.

Pratt truss deck bridge extends across the river, over the Reading and beyond, all the way to Bridgeport station. Double track begins just south of Bridgeport station and runs all the way to 69th Street Terminal in Philadelphia.

The terrain between Bridgeport and Villanova is very scenic and rolling with the grade-separated right of way exhibiting a cut and fill construction along its length. It is this region that retains a rural atmosphere and makes you feel like you are riding a country interurban from the 1920s.

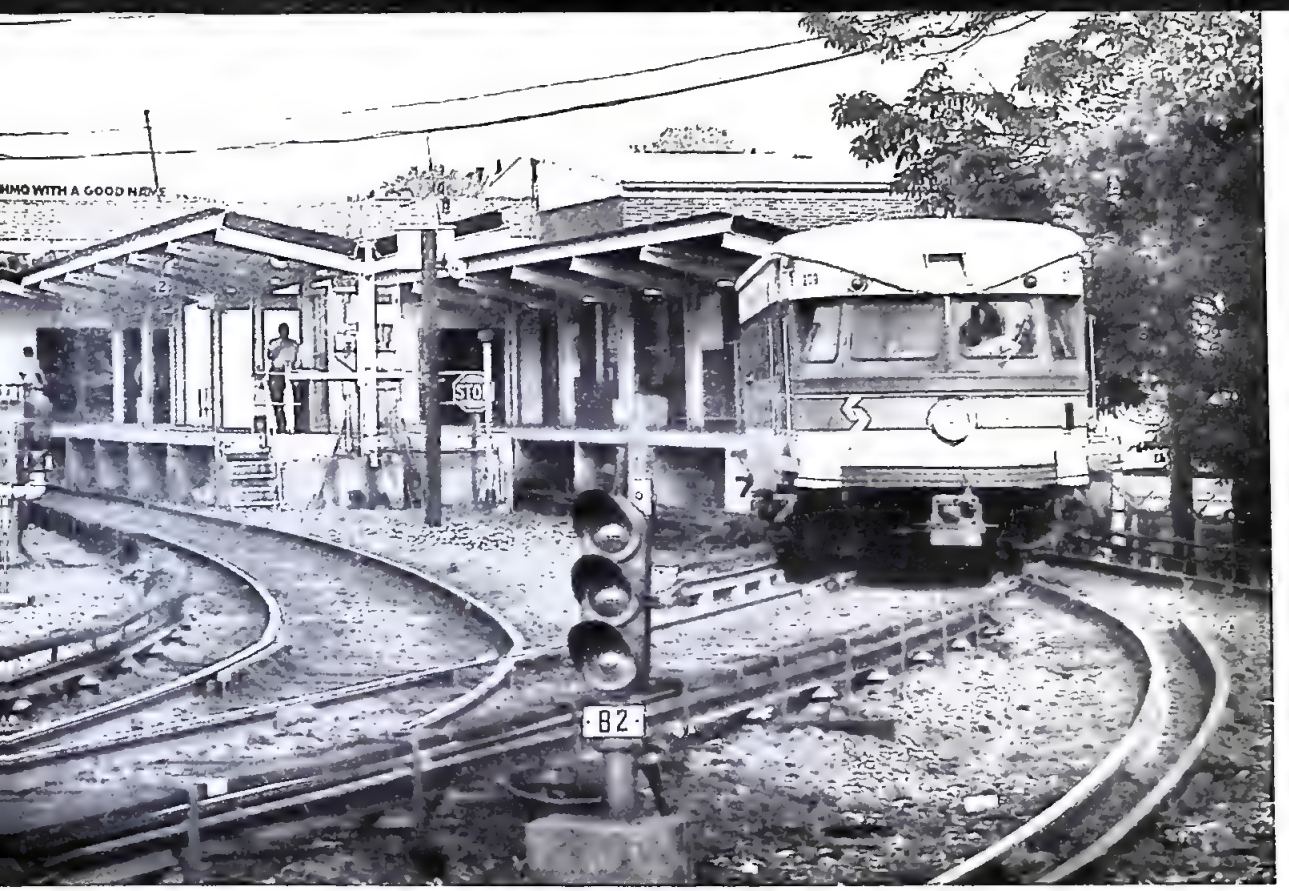
South of King Manor, the line heads straight south, dives under the Pennsylvania Turnpike and Conrail's ex-PRR Trenton Cutoff freight line, and after turning southeast, starts on a roller coaster ride up and down 2.5% grades through Hughes Park and Gulph Mills. With the impressive Gulph Mountain (now called Rebel Hill) in the background, Gulph Mills stop is one of the most picturesque along the line.

Continuing south, the tracks roll under U.S.76 and the Schuylkill Expressway and then hug the base of Rebel Hill on a fill high above paralleling South Gulph Road. With limestone cliffs overhanging the right of way, this is the most scenic part of the ride. South of the mountain, the tracks come out into a less-confined area for their stop atop a fill at Conshohocken Road.

From Conshohocken Road the rails make a gentle curve southwest, going into a cut north of County Line stop (the boundary between Montgomery and Delaware Counties) then curving further southwest before passing under the ex-Pennsy (now Amtrak) main line at Radnor. South of Radnor the tracks make a sweeping curve east over a girder bridge spanning busy Lancaster Avenue and pass Villanova Junction. This was the junction of the Strafford and Norristown lines. Even though there is only a hint of the old Strafford right of way, the original interlocking tower is still there, boarded up and used as part of the electrical distribution system for the nearby substation.

From Villanova Junction, trains head through the heart of the Villanova University campus at Villanova and Stadium stations. The P&W line services, either directly or within a short walk, some of the better-known private colleges in the Philadelphia area, including Villanova, Haverford and Bryn Mawr. Student and staff ridership to and from these attractive campuses provide significant revenues for the line.

Beyond Villanova the rails are at ground level, and at the Villanova Stadium stop they curve slightly south-



east, taking a predominantly east-southeast course that they will follow for most of the way to 69th Street. The territory is classically suburban with a combination of small businesses, colleges and estates. They then roll past station stops at Garrett Hill and Rosemont before making an S-curve into Bryn Mawr station.

Bryn Mawr is significant as a terminus for rush hour trippers between there and 69th Street. It has a center turnback track for reversal of these locals, and on weekday peak periods Bryn Mawr is quite busy with train activity.

From Bryn Mawr the tracks take a straight course through Haverford and then ease through a gentle easterly curve past Ardmore Avenue before coming to the elevated station stop at Ardmore Junction. Historically, this site was a true junction, because the Red Arrow's Ardmore Division trolley line passed beneath the P&W here until the Ardmore line was converted to buses in December 1966.

Departing elevated Ardmore Junction, the P&W rails drop down a 1.9% grade to just below street level at the next station stop at Wynnewood Road. Like Bryn Mawr, Wynnewood has a turnback track for short turn morning and evening trippers.

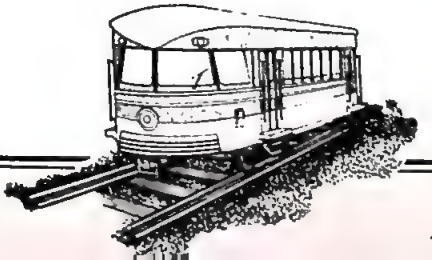
East of Wynnewood, the line loses its suburban ambience and winds through a wooded park to the Beechwood-Brookline stop. This was the location of the line's own amusement park and recreation center called "Beechwood Park." Like most interurban-associated amusement parks, Beechwood boasted a great range of amusements in its 20 acres, including a roller coaster, Ferris wheel, tunnel-of-love, crazy house, bandstand, wide boardwalk and Japanese garden. The railroad even had three tracks at the station to handle trippers to and from the park. Opened to great fanfare on May 30, 1907, Beechwood Park quickly developed financial problems, and by August 1909 was closed. The only sign of the park today is the single concrete pier at the west end of the northbound station platform that supported the overhead pedestrian bridge between the station and the park.

Beechwood was also the site of the P&W's own coal-burning powerhouse used to generate electrical power for the line. The powerhouse and its substation were abandoned in 1919 when the company decided to purchase power from the Philadelphia Electric Company. Today the replacement substation stands just west of Beechwood-Brookline station.

From Beechwood, the tracks continue along the Cobbs Creek valley through Cobbs Creek Park, passing stations at Penfield and West Overbrook. Township Line Road at West Overbrook stop is the boundary between Montgomery and Delaware Counties. It is here that the line runs southeast between the Philadelphia Electric Country Club and the Cobbs Creek Public Golf Course. Beyond Parkview stop the tracks make a long 2.5% descent to the P&W shops and yard complex at 72nd Street, just a few blocks outside of the 69th Street Terminal.

The P&W Shop is a classic interurban barn that dates from the original construction of the railroad in 1907. It includes an eight-track coach yard, five of which enter the shop building. Like many self-contained electric railway shops, the carbarn contains an inspection area, a place for heavy truck repair and a painting area. The shop crews have been responsible not only for several recent car rebuilding projects, including refurbishment of the Strafford cars, but also for the continued maintenance of the half-century old fleet that, at times, has required the manufacture of spare parts that are no longer available on the market.

Passing the 72nd Street Shop com-



plex and SEPTA's Red Arrow Division bus garage and central control facilities, the P&W line runs under the Victory Avenue bridge and arrives at the three-track, four-platform Norristown line stub terminal at 69th Street, Upper Darby. This compact outdoor facility is only a small section of the large 69th Street transportation center which services not only the Market Street-Frankford elevated/subway but also all the Red Arrow suburban bus routes as well as the ex-PST trolley lines to Sharon Hill and Media.

The immediate area around the 69th Street Terminal is a fascinating maze of complex trackwork. On the southwest side of the P&W, the Market Street subway line has a balloon loop that jumps over the leads to its huge storage yard and shop to the north. In the middle of the West Chester Pike at the west end, there is still a tangle of switches in a patch of open right of way surrounded by the street trackage of the Media and Sharon Hill trolley lines. The streetcar lines use the modern but interesting Kawasaki LRVs, while the Market Street line is populated by stainless steel subway cars with more humps on their roofs than the *California Zephyr* had vista domes.

Stations and right of way

The entire Norristown high speed line has a total of 22 stations furnished with 42″ high level platforms. Because of the line's original desire to operate a carload freight service, platforms were built to accommodate a car width of greater than ten feet. Since the Bullets and Straffords have a car width of 9'-2″ and 9'-3″ respectively, they had to have platform extensions added at their loading doors.

Over the past twenty years there has been a continuing program to replace the old wooden station facilities with modern brick and concrete structures. Only County Line Road and Bryn Mawr stations, the southbound platform at Hughes Park and northbound platform at Rosemont retain their older wood construction. Each station is also equipped with a signal light for patrons to flag locals, especially at night. The signal is reset if the car stops. However, if the car is an express and passes the station in less than the specified time, the signal will not be reset.

The original iron pedestrian bridges at Parkview, Haverford, Bryn Mawr, Villanova and Radnor stations are slated to be replaced with modern versions. The interest in these structures historically is that some are asymmetric and designed to span four tracks (the P&W right of way is wide enough for four tracks, as can be seen at all overpass bridges).

For many years rail was 100-lb. jointed rail with remains of the original 85-lb. rail being found in the shop yard and terminals. Now, with an extensive rail rehabilitation program in effect, this is gradually being replaced by 115-lb. continuously welded rail which provides a smoother, quieter ride.

Power today is 630 volts d.c. supplied by over-running third rail covered either by wooden or recently-installed sheet metal safety covering. The line is supplied by three substations located at Hughes Park, Villanova Junction and Beechwood-Brookline. In addition, portable subs have been installed at Villanova Stadium and Ardmore Avenue to feed the line while the old rotary converters are shut down and replaced with new solid state rectifiers.

The line is protected along its length by automatic color light block signals. In addition, all the rolling stock has been equipped with radios so that operators can talk directly with SEPTA's central control facility at 72nd Street Red Arrow Division headquarters.

For the last several years the P&W line has been undergoing a complete renewal of its physical plant which, in part, is conditioned by the introduction of a radically new rolling stock fleet to replace today's worn-out veterans. Included in this $75 million scheme was not only the complete track renewal program mentioned above, but also rehabilitation of the Schuylkill River bridge with new decking, rail and walkways on both sides of the track in early 1986 as well as the installation of a new Automatic Train Control (ATC) signaling system which will include cab signaling in the new cars. Substation renewal also forms a critical part of this program, and the two oldest substations at Villanova Junction and Beechwood will finally have their ancient rotary equipment replaced by modern rectifier units along with electrical renewal of the newer Hughes Park facility. The new Norristown station was also part of this program. Plans are also being made to modernize the original shop to accommodate the new rolling stock that will start arriving in 1990.

Rolling stock today

Part Two of this article in the October '89 R&R will take a detailed look at the P&W's rolling stock over the years. For now, however, anyone visiting the Norristown line will find a satisfying variety of equipment in use. Of the original ten-car fleet of 1931, there are five Bullets remaining in active service (203, 205, 206 208 and 209). Although there are still about a half dozen of the Brill Strafford cars (built between 1924 and 1929 and upgraded beginning in 1931) on the property, only one, the 162 in the old Tuscan red and cream livery, is available for passenger service. The 161 and 164, in SEPTA red, white and blue, are occasionally used as shop switchers.

There are seven two-car sets of Chicago "L" cars (numbered 476/477 through 488/489), and all have been repainted into SEPTA colors except for the 484/485 set which retains the CTA Bicentennial livery but has SEPTA lettering. Since they require a two-man crew, the CTA cars are normally used only in weekday rush service. Bullets are the preferred equipment on both weekend and weekday service because of their speed and one-man crews. While there are enough Bullets to cover the four-car Saturday and three-car Sunday schedules, a CTA or Strafford car may be called out on the weekend if there are too many Bullets in the shop.

Two other pieces of equipment are worthy of mention: line cars 401 and 402. The wooden 401 was originally built by St. Louis Car as P&W express motor No.1 in 1907, while the steel 402 was built for the Eastern Michigan Railways by Kuhlman in 1920 and acquired by the P&W in 1943. Both are now in handsome traction orange with red trim and can usually be seen outside the Upper Darby shop.

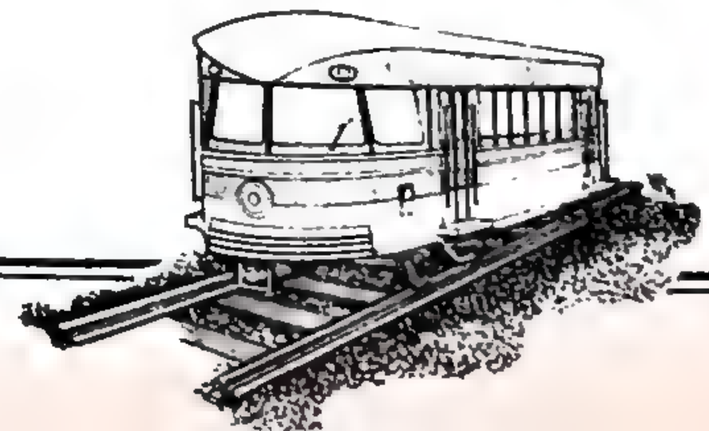
There are 26 new cars (numbered 450-475) currently being built by ASEA Brown Boveri's ABB Traction and assembled by Amtrak's Beech Grove, Indiana, shop. The first two body shells went to Beech Grove in April 1989, and they are expected to show up in Philadelphia for testing by December of this year. The new cars (see page 68) will have slightly more angular ends than the Kawasaki LRVs and will have a.c. traction motors.

Scheduling

For the railfan interested in following the line, it is a good idea to know the schedule frequencies and train patterns during different times of the week so that you can make the best use of your time. Given that the P&W line operates on nearly "streetcar headway," you can get plenty of action even without watching the timetable. On certain parts of the line and at certain times of the day (eg. between 69th Street and Bryn Mawr during weekday rushes) train frequency is so great that it is nearly impossible to move from one spot to the next and still catch all the trains.

If we begin at Norristown and deal first with southbound (inbound) week-

THE THREE TYPES of cars running on the Norristown line today are five Bullets (top), seven sets of ex-CTA "L" cars (center) and one veteran Strafford (the 162, not the 161, shown here). These were photographed inbound toward Conshohocken Road on June 2, 1987.



BRYN MAWR station has a center track used for turning rush hour locals back to 69th Street; this CTA set was outbound on May 28, 1987. The signs on the platform at 69th Street Terminal (below) identify the local and express trains.

day departures, beginning with the first train out at 4:55 a.m., departures are initially at half-hourly intervals. Then from 6:19 to 9:35 a.m. they drop to every 15 minutes. Beginning with the 5:55 a.m. departure, all Norristown trains are expresses, which means that south of Bryn Mawr they stop only at Ardmore Junction. About seven to eight minutes after the departure of the express, a 69th Street local departs Bryn Mawr making all the local stops. The last morning inbound express departs Norristown at 8:52, and the last morning local leaves Bryn Mawr at 9:12. Until the 9:35 departure, the headways from Norristown are 15 minutes, but from 9:55 to 2:35 p.m., they are every 20 minutes. The afternoon pattern of alternation of Bryn Mawr local/Norristown express returns with the 3:12 local from Bryn Mawr and the 2:50 express from Norristown. Expresses and locals then continue on 15 minute headways until 5:50 with the last express out of Norristown. There follows a brief period of 15-minute headways that gradually transitions to half-hourly intervals in the evenings, winding up with an hour and five minutes between the last two post-midnight runs. There is no service between 1:40 and 4:55 a.m..

Northbound (outbound) weekday schedules are basically the reverse of the southbound pattern, except that the Bryn Mawr locals leave 69th Street about two minutes after the Norristown expresses. The public timetables, readily available at 69th Street, are very detailed and easy to read for either transportation or lineside photography.

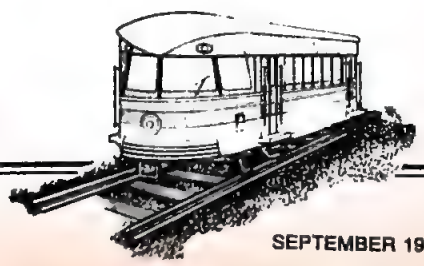
Weekend schedules do not have either locals or expresses. All trains run between Norristown and 69th Street and will make all stops, if signaled. After an initial half-hour frequency, by 7:35 Saturday mornings, trains run both directions on 20-minute headways, reverting to half-hourly frequencies after 7:00 p.m. and then 40 minute schedules until midnight. Sundays show the same pattern but with half-hourly intervals during the bulk of the day.

The current fare between Norristown and 69th Street is $2.05. But be aware that exact change is required, and the motormen will not make change. The fare boxes do handle dollar bills, though. Regular commuters simply flash their weekly or monthly passes. The intermediate fares are broken down into a zone system outlined in the timetable, but the base (minimum) fare is $1.25. A ride is definitely worth the effort, and the Bullets and Straffords have perfect "railfan seats" at the end of each car. It's a very pleasant ride.

It is fortunate that during this last summer before the new equipment arrives, the rolling stock and scheduling problems on the Norristown line have been resolved, and the Bullets can have one final season of glory.

Next Month

In the October issue Don Kaplan examines the technical details of the Bullets, their predecessors and their soon-to-arrive successors.



The Richmond, Fredericksburg & Potomac

by Al Di Censo

HALF WAY between Potomac Yard and Richmond, southbound freight 109 rolls through Old Hamilton's Crossing, Virginia, on April 25, 1984, behind GP40 121, SW1200 82 (geared for 65 m.p.h.) and GP35 134.

Mention Richmond, Fredericksburg & Potomac Railroad to any knowledgeable railfan over forty, and the immediate mental image is one of a high-speed link between North and South, plied by the great "Silver Fleets" of yore. Just recall the *East* and *West Coast Champions*, *Havana Special*, *Silver Meteor*, *Silver Star* and *Palmetto*, to name a few. The handsome blue and gray E8s raced with their charges over a manicured roadbed, covering the 100-plus miles between Washington Union Station and Richmond in no time flat, over the nation's first all-CTC double track railroad.

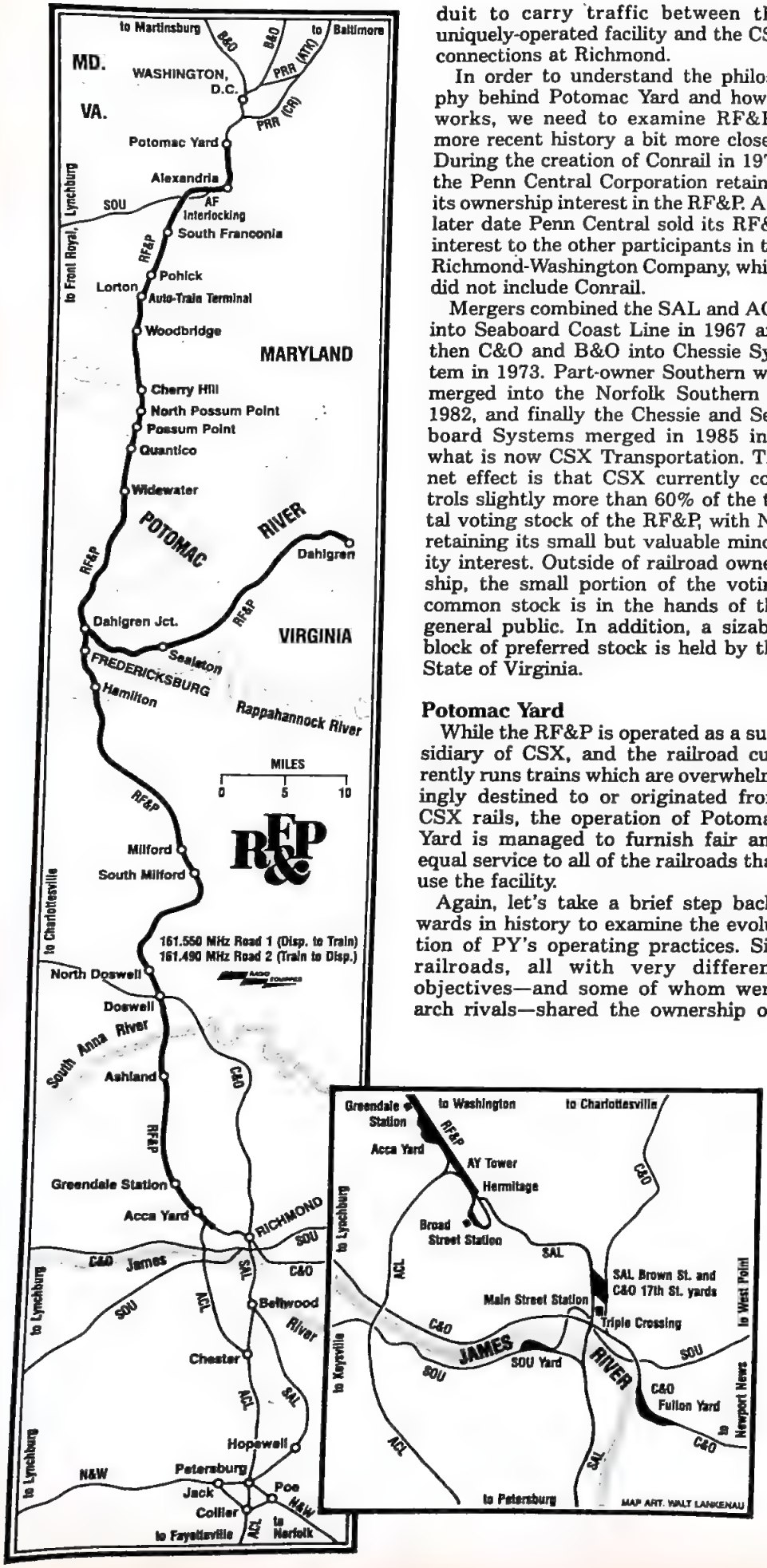
That was then. What about now, in light of mega-mergers surrounding this small but vital link in the East Coast's rail network? Bankruptcies, reorganizations, consolidations and route restructurings notwithstanding, railroading goes on, and the strong survive. And there is no doubt that the RF&P is strong. It bills itself as the nation's only railroad in continuous operation under its original charter and name, without reorganization. Founded in 1834, the RF&P experienced immediate success, and the original route was gradually expanded northward, reaching the Potomac River area at Aquia Creek in 1842, where steamboats furnished a connection to Washington D.C. After the Civil War (where a direct line between the capitals of North and South was not exactly a peaceful thoroughfare of commerce), in 1870 further extension to Quantico was authorized.

The Pennsylvania Railroad, through its two subsidiaries Alexandria & Fredericksburg and Alexandria & Washington Railroads, operated to Quantico from the south end of the "Long Bridge" across the Potomac at Alexandria. In 1872 the first through trains ran between Richmond and Washington via a connection at Quantico with the Alexandria & Fredericksburg. The link-up became an immediate financial success, and in 1890 the PRR merged its two subsidiaries into a newly-formed corporation, the Washington Southern Railway.

Meanwhile, the RF&P established its southern connections at Richmond with the Atlantic Coast Line and Seaboard Air Line Railways after lengthy and sometimes difficult negotiations. Finally, in 1901, in order to create and preserve an atmosphere of fair and equal treatment of all parties served by the vital north-south connection, the six affected roads (PRR, B&O, C&O, Southern, ACL and SAL) formed the Richmond-Washington Corporation, which in turn acquired all of the Washington Southern and voting control of the RF&P. The RF&P took over operating responsibility for the entire line, and thus was the groundwork laid for the operating and management structure which has remained relatively unchanged until recent times.

Mergers and owners

While the attention of the railfan community is generally focused on the railroad itself as the key component of the corporate structure, with the yards serving a support role, in the case of the RF&P, just the opposite is true. First and foremost in the scheme of things is Potomac Yard, or "PY" in railroad parlance. It is the hub of all operations, and the magnificently tailored main line stretching 109 miles to the south from this Alexandria terminus acts as a con-



duit to carry traffic between this uniquely-operated facility and the CSX connections at Richmond.

In order to understand the philosophy behind Potomac Yard and how it works, we need to examine RF&P's more recent history a bit more closely. During the creation of Conrail in 1976, the Penn Central Corporation retained its ownership interest in the RF&P. At a later date Penn Central sold its RF&P interest to the other participants in the Richmond-Washington Company, which did not include Conrail.

Mergers combined the SAL and ACL into Seaboard Coast Line in 1967 and then C&O and B&O into Chessie System in 1973. Part-owner Southern was merged into the Norfolk Southern in 1982, and finally the Chessie and Seaboard Systems merged in 1985 into what is now CSX Transportation. The net effect is that CSX currently controls slightly more than 60% of the total voting stock of the RF&P, with NS retaining its small but valuable minority interest. Outside of railroad ownership, the small portion of the voting common stock is in the hands of the general public. In addition, a sizable block of preferred stock is held by the State of Virginia.

Potomac Yard

While the RF&P is operated as a subsidiary of CSX, and the railroad currently runs trains which are overwhelmingly destined to or originated from CSX rails, the operation of Potomac Yard is managed to furnish fair and equal service to all of the railroads that use the facility.

Again, let's take a brief step backwards in history to examine the evolution of PY's operating practices. Six railroads, all with very different objectives—and some of whom were arch rivals—shared the ownership of, and depended on, this critical link in their operations. They were forced to come to a mutual accommodation which would assure the swift and fair handling of the traffic of each without bias. Therefore, PY's unique structure was created, whereby each of the tenant railroads (PRR, B&O, Southern, C&O and RF&P) remember, part-owners ACL and SAL terminated and turned their traffic over to the RF&P 100 miles to the south]) were each accorded a seat on a specially constituted Potomac Yard Board of Managers. Fairness of treatment was made the key to the plan. The yard operated as a cost-center, with all expenses added up at the end of each month and divided among the tenants on a per-car-handled basis.

The RF&P, as the owner, provided all capital funding and received a 5% annual rental on the capital with the depreciation being charged as an operating expense. Labor, fuel, utilities, taxes, insurance, office overhead and such were all carefully allocated to the operation of the yard and charged to the monthly totals.

Allocation of the expense was then made by tallying the total numbers of cars moved by each tenant road (one move per car for incoming freight, one for outgoing), and the expense was thus pro-rated. It was certainly a simple and straightforward way of handling such a seemingly complicated operation, and it has survived virtually unchanged down through the years to present times. The Board of Managers has successfully resolved all disputes among the tenants—and quite fairly, since no one road swings any more power or influence than any other. The RF&P was considered a tenant just like the others and in effect represented the interests of owners SAL and ACL, since it hauled all of their freight into and out of the yard.

The scheme was further reinforced by assigning the reporting responsibility of the yard superintendent directly to the Board of Managers rather than to an executive of the railroad. In essence, the railroad hauls traffic southbound out of the yard in coordination with yard operations rather than on independently structured schedules. In the same vein, incoming traffic from all tenants is handled strictly on a first-come/first-served basis. Following the succession of mergers and service pattern changes, the current Board of Managers consists of representatives of NS, Conrail, D&H, RF&P and CSX (remember, this is the Board of Managers of Potomac Yard, not the ownership of the RF&P).

In the "old" (read pre-merger) days, typical service patterns saw regular interchange of PRR and B&O to the north with Southern, C&O and RF&P to the south. The RF&P, of course, was for the most part handling SAL and

AL DI CENSO

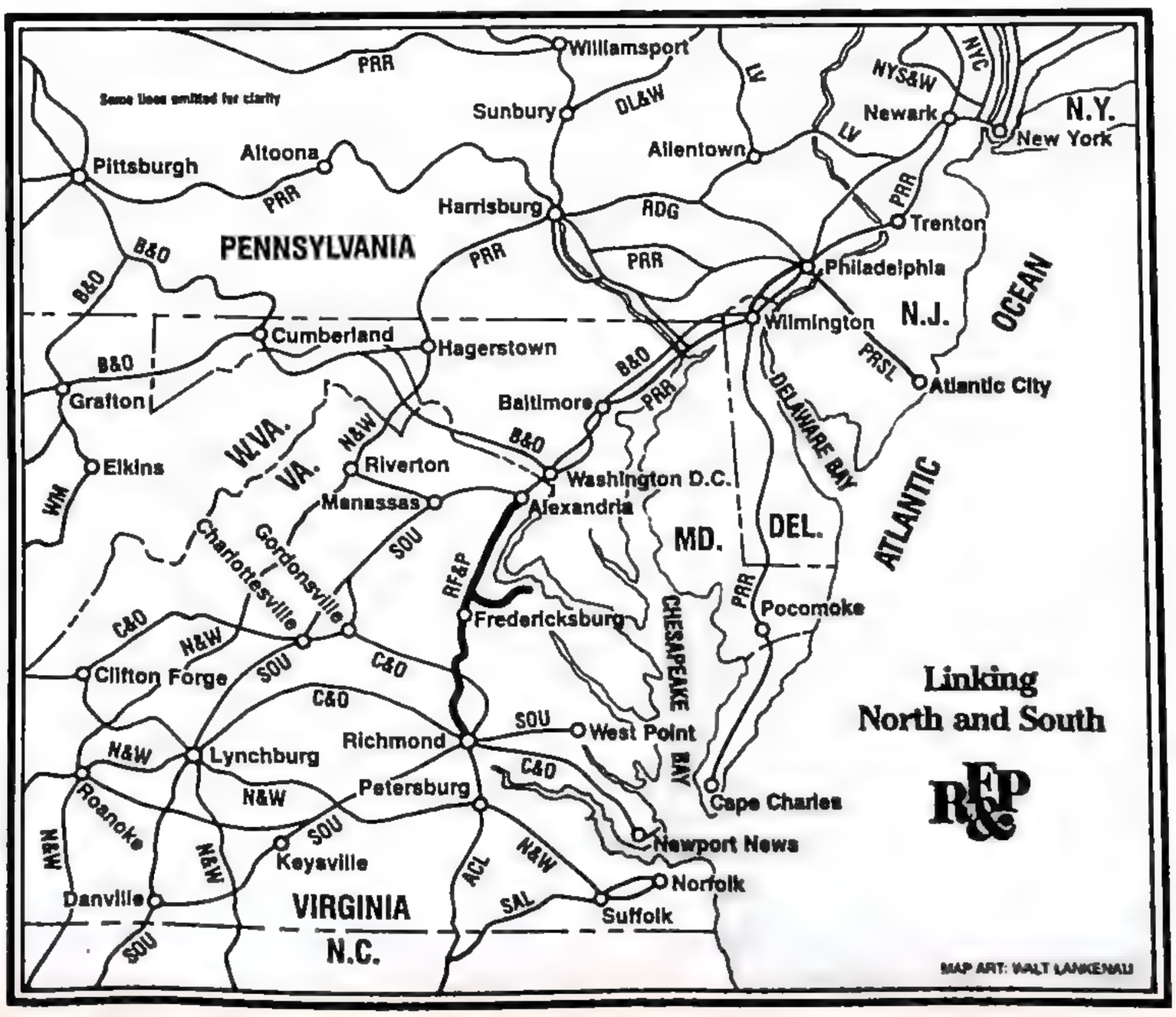
POTOMAC YARD in Alexandria, Virginia, is the nerve center of the RF&P. Here GP40-2 141 and GP35 133 have a piggybacker easing past the northbound hump tower in August 1988.

RF&P

ACL trains between Richmond and PY as a bridge carrier. The Southern had its own entry to the Alexandria facility by means of a connection to the RF&P at "AF" Interlocking just south of the city, to its line running south through Gordonsville and Charlottesville, Virginia. The C&O entered Alexandria and PY on trackage rights over this Southern line from Charlottesville.

The present makeup of the yard's Board of Managers became complete in 1976, when D&H was given entry to Alexandria over Conrail via Northumberland, Enola and the former-PRR "Port Road" as a precondition to the formation of Conrail. This was to protect access of non-Conrail-affiliated railroads to PY.

Currently, operations through the yard are once again in a state of flux, with Conrail and NS now having formed a major connecting point at Hagerstown, Maryland, effectively bypassing PY for several trains each way per day. In addition, the takeover of D&H's service by the New York, Susquehanna & Western has recently resulted in a move of this traffic off of Conrail and Amtrak's Northeast Corridor over onto CSX's ex-B&O line from Philadelphia to Washington. The impact of these changes, plus the effects of the consolidation of CSX's predecessor roads has yet to be fully determined.



Richmond

If PY and Alexandria form the heart of RF&P's daily operation, then certainly Richmond, at the other end of the line, is the soul. Situated here is RF&P's modern and attractive corpo-

TWO PHOTOS ALEX MAYES

rate headquarters building, set up on a bluff overlooking Richmond's Acca Yard and Bryan Park Shops and engine service facility. Everything about the RF&P gives the impression of being freshly scrubbed and of recent construction. The yard is well laid out, unobstructed and easy to photograph. The shops can handle all aspects of locomotive repair on the all-EMD fleet, as well as car repair, overhaul and rebuilding.

Motive power on the RF&P is simple and straightforward. The 120 number series contains seven GP40s, vintage 1966-67; in the 130s are four GP35s purchased in 1965, and the 140s have seven GP40-2s, which arrived in 1972. An assortment of 14 EMD SW1200 and 1500s rounds out the roster, plus two remanufactured slug units purchased from Chrome Locomotive in 1985. The entire fleet is devoid of dynamic brakes, something originally looked upon by management as an unnecessary frill on a relatively flat railroad. All road units are equipped with four-aspect cab signals and speed control.

The RF&P's double track main line has been bi-directional CTC-signaled since 1958, making the road a pioneer in this type of operation—and certainly the first to be 100% so. One peculiarity, however, is that although reverse running signal heads have been installed at a few locations at the northern end, the majority of the railroad uses cab signals only when trains run in the "reverse" direction on the left-hand main.

Another interesting sidelight to this operating scheme is that RF&P recently completed installation of its first stretch of single track laid in modern times. The old wooden trestle spanning Quantico Creek was replaced in 1988 with a new concrete single-tracked structure, with a new interlocking at each end. Although the relatively short stretch of single track has not created any problems with operations to date, management remains emphatic that this is not a hint of more single-tracking to come, since that would cause serious problems in traffic flow, given the road's heavy mixture of fast freight and frequent Amtrak schedules. Further traffic complications will arise in the near future when the State of Virginia begins operation of its pioneer rail commuter service from Fredericksburg into Washington over the RF&P (as well as out of Manassas on the old Southern).

Passenger trains

The RF&P's passenger traffic has undergone radical changes with the transition to Amtrak; in addition to operating the great Florida fleets of former ACL and SAL, RF&P previously operated service of its own between Washington and Richmond. The magnificent domed Broad Street Station, a joint venture between the RF&P and ACL, was opened in 1919 to serve the needs of Virginia's capital city, and its track layout was certainly quite unusual.

The station platform trackage was laid out on one side of a large balloon loop. Although the main line and station tracks were actually on a northwest/southeast alignment, for the sake of this discussion we'll consider the line toward Washington as "north." The ACL "James River Branch" main line from the south joined the RF&P main at AY Tower (Acca Wye) just south of Acca Yard. Thus, all trains would enter the station from the north, regardless of whether they were ACL northbounds or RF&P southbounds. Similarly, all trains would depart by traversing the loop at the south end of the depot and head north to AY Tower where they would then either continue north on the RF&P or swing off to the west and turn south on the ACL. Prior to 1958, the Seaboard trains bypassed Broad Street, angling off at a junction called Hermitage and continuing another four miles south to Main Street Station, which they shared with the C&O in downtown Richmond. The Seaboard pulled out of Main Street in 1958 and joined with its brethren at Broad Street. This complicated things somewhat, since the SAL connection at Hermitage required a backing move to get northbound trains into the station and southbound ones out of it.

With the consolidation of passenger services following the Seaboard Coast Line merger in 1967, traffic over the SAL connection was eliminated in favor of the ex-ACL James River line. With the advent of Amtrak, Broad Street was under-utilized, expensive to operate and out-of-the-way. A new, scaled down modern Amtrak facility was built in 1975 at suburban Greendale where today's sunbelt fleet can pause briefly and proceed through Acca directly onto the James River Branch and over the bridge to the south. Today, the main structure of Broad Street Station remains but the platforms and all tracks are gone.

Operations

The RF&P operations center at Richmond is simplicity itself. A train dispatcher and trick operator share the duties of running the entire railroad through the vintage CTC board and an efficient microwave radio link to all trains and the yard office. The board is interesting in that it has evolved to its present state through many modifications since its original construction and still shows the silhouette of the old Broad Street Station loop tracks. In addition, a new sub-panel for the single-track at Quantico and its associated interlockings has been squeezed into its limited space.

Train watching on the RF&P is a railfan's delight. Although the right of way traverses some of the more remote regions of the area, there are plenty of grade crossings and overhead highway bridges from which to observe the action, if one gets off the Interstates and snoops around the countryside a bit. Daily operations are an interesting mixture of CSX run-throughs, hot piggyback and container trains, dedicated equipment and three distinct types of Amtrak consists.

Amtrak's daily parade over the RF&P highlighted by the huge consist of *Auto-Trains* 52/53 between Richmond and Lorton (MP 92.5). The traditional "Florida fleet" is comprised of the *Palmettos* 89/90, *Silver Meteors* 87/88 and *Silver Stars* 81/82. Additionally, there are the *Virginians* 85/86 between Washington and Richmond and *Colonials* 95/96 between Washington and Newport News.

Traveling the short leg from Alexandria to the NS connection at AF Interlocking (thence over former Southern and C&O) are the daily *Crescents* 19/20 to New Orleans and the tri-weekly *Cardinals* 50/51 via Charleston, W.Va., and Cincinnati to Chicago. Not bad, considering a 13-per-day schedule prior to Amtrak!

At the time of this writing, scheduled daily southbound freights were:

No.409: PY to Jacksonville, Fla., general merchandise, TOFC and solid blocks of "juice train" empties returning to Bradenton.

No.175, TOFC, PY to Miami and Atlanta.

No.171, *Orange Blossom Special* TOFC, Kearny, N.J., to Tampa.

No.461, PY to Hamlet, N.C., general merchandise.

No.415, PY to Acca, general merchandise.

The first four trains are scheduled out of PY between 11:30 a.m. and 12:30 p.m., creating a railfan's delight of a southbound parade. The 461 and 415 usually run in the early evening and are harder to catch in daylight.

The northbound fleet was running as follows:

No.176, Jacksonville to PY, general merchandise.

No.192, Atlanta to PY, TOFC.

No.172, *Orange Blossom Special*, Tampa to Kearny.

No.410, Jacksonville to PY, general merchandise.

No.460, Atlanta to PY.

The Tropicana "juice train" of orange juice concentrate in refrigerator cars runs weekly, usually Sunday or Monday, Bradenton to Kearny.

Again, the 176, 192 and 172 are scheduled out of Acca between 10:00 a.m. and 3:30 p.m., making for plenty of action anywhere along the line when mingled with the southbounds and Amtrak traffic.

Other trains which run as needed include merchandisers 405 and 416, unit coal trains from Acca to Possum Point, sand trains off the Sealston Branch and north end and south end locals. Some "fleeting" takes place in order to get the trains over the road with a minimum of delays, and Amtrak is not to be meddled with. The RF&P is a rare treat for railfans, since most of the action takes place during daylight hours.

Recent changes

Every attempt is made to expedite the run-through freights, with some crew changes made right on the main line. Virginia recently repealed the nation's last caboose law, and CSX and RF&P wasted no time in equipping the hotshots with "Japanese conductors."

Potomac Yard began to see more preblocked and run-through traffic in the early 1980s, as was true over the entire country. In addition, consolidations and traffic shifts among four owner/tenant roads caused a diminishing demand for classification services and at the same time an increased need for faster and more efficient train-handling. In order to meet this challenge, RF&P began a

A "BRIDGE ROUTE" in more ways than one, the RF&P spans many streams, such as Neabsco Creek at Woodbridge, where a GP35, SW1500 and GP40 had freight 109 (today's 409) southbound on January 17, 1981. Piggybacker 176 (top left) was northbound on the South Anna River Bridge, two miles south of Doswell, on April 3, 1986, with GP40-2s.

program in 1985 to totally rationalize, restructure and streamline operations. The southbound hump and yard tracks were gradually taken out of service and removed. The northbound hump was completely re-engineered and equipped with state-of-the-art GRS computer and microprocessor control equipment. The revamped facility went into operation in 1986 and today sets an example in fast, efficient "space-age" car handling and record-keeping. All pertinent data (car type, owner, number, waybill, weight, routing, etc.) is fed into the railroad's mainframe computer in Richmond. This in turn is relayed via data link to the PY hump computer, which upon arrival of the train at the hump apex literally does everything except pull the pin. Switches are aligned, retarders are set up, speed is monitored by strategically-placed radar sensors and adjustments are transmitted instantly to secondary retarders—all

places previous service via AF Interlocking and the old trackage rights route on the Southern.

Tight clearance restrictions in Conrail's Washington and Amtrak's Baltimore tunnels, coupled with Amtrak's relentless pressure to limit hours of operation and speeds for freights over the Northeast Corridor, have greatly reduced Conrail's service into PY in recent months. Some freight formerly interchanged with the Southern now avoids PY and the RF&P by routing via the newly-formed NS connection at Hagerstown. Norfolk Southern still interchanges two daily trains in each direction with CSX to the north. Numbers 177/178 serve Lynchburg, Danville and Roanoke, and 355/342 connect with Linwood (Spencer), N.C.

The Delaware & Hudson, at its peak, ran two daily trains in and out of PY, but the last two years of operation under the Guilford banner have seen traf-

from Brunswick, Md. (R340 and R341), and another daily freight pair on a Philadelphia round trip, the R404/R405. Interestingly, this stretch of track also handles Conrail's PYSE and SEPY pair (SElkirk, N.Y.) between PY and Park Junction in Philadelphia. These trains then run over Conrail's former Reading to Allentown, former Lehigh Valley to Oak Island and then the ex-NYC River Line to Selkirk. SEPY regularly hauls the Tropicana empties back from Kearny to PY, where they are tacked on to the rear of RF&P 409.

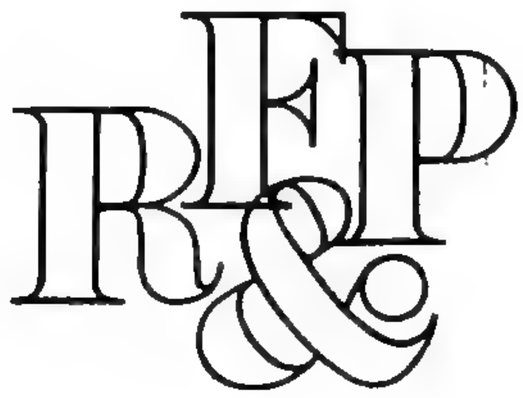
Railfanning the RF&P

To the extent permitted by the management, railfanning the RF&P is best begun at Potomac Yard where a visitor must walk safely through a tunnel under the southbound departure tracks and check in at the yard office just beyond the "motor pit" (a term no doubt left over from the days when PRR's big

RF&P Roster Summary

Units active in 1989 are shown in **bold**

Number	Builder	Model	Date	Notes
1-8	**EMD**	**SW1500**	**10/69**	**5-8 are slug mothers**
50	EMD	SW1	1/40	
51-71	Alco	S2	3/42-9/48	
81-85	**EMD**	**SW1200**	**7-8/65**	**81-83 on Flexicoil trucks**
91	**EMD**	**SW1500**	**10/66**	**Flexicoil trucks**
101-104	EMD	GP7	12/50-6/53	All boilers except 102
121-127	**EMD**	**GP40**	**10/66**	
131-138	**EMD**	**GP35**	**8/65**	**Originally 111-118, re# 1969 Only 131, 133, 136, 138 are active**
140-147	**EMD**	**GP40-2**	**9/72**	
1001-1015	EMD	E8A	11/49-10/53	
1051-1055	EMD	E8B	12/49	
1101-1110	EMD	F7A	11/49-2/50	
1111	EMD	F3A	11/48	Ex-Aberdeen & Rockfish 201, acq. 1963
1151-1160	EMD	F7B	11/49-2/50	
1201-1203	EMD	FP7A	11/50	
A,B,C	RF&P	Slug	1967-68	Built from S2s 60, 70, 71. A,B scrapped 1987; C donated to Gulf Coast R.R. Museum in 1988.
S1, S2	**Chrome Loco**	**Slug**	**12/85**	**Built from non-RF&P components**



electrics graced the area). When operations permit, a visitor's pass can be obtained for taking photographs from specified locations, and a wealth of information is freely passed on if time is available. Many of the workers here seem to be fans themselves, and they are all justly proud of "their" railroad. The whole set-up is relatively easy to photograph, and some of the best views of the operation are seen from the parking lot along the west side of the terminal area. Be sure to get permission first, however, as the area is closely patrolled for security.

At the servicing pit, expect to see Conrail blue showing up on big six-motor power, usually SD40-2s or C30-7s, with an occasional visit from a C39-8 or so. NS turns up with just about any power on the system—and in any of the three paint schemes. The D&H can show up with Susquehanna-ized Guilford orange and gray with the big "G" painted out; yellow and black NYS&W SD45s, F45s or new Dash 8-40Bs; or CSX and NS power.

View from the cab

To get a feel for the operation of the RF&P, let's take a cab ride to Richmond on No.175 and return north on No.172, the *Orange Blossom Special* on April

without the touch of human hands. A status panel shows the number of cars in each track, space remaining and when each track has been filled.

The net result is that PY has the capacity to now handle over its single, two-lead hump more cars per day than over the two separate humps prior to the rebuilding. Consequently, the hump today operates at far less than full capacity and is usually found running two shifts per day. A portion of the extremely valuable land freed by abandoning the southbound hump is now available for alternative use and development.

More recent service pattern changes have eliminated the former C&O interchange traffic in favor of a "Fulton Block" traveling the length of the RF&P to Richmond, thence east or west on the former C&O line. This re-

fic drop to one regular and one sporadic operation each way. Of particular note, though, is the fact that the trains POPY and PYPO (PY and POrtland, Maine) were formerly operated over D&H's Conrail trackage rights via Northumberland, Enola, the Port Road and Amtrak's Northeast Corridor into PY. They now operate on D&H's Conrail rights to Allentown and Philadelphia and then over CSX (former B&O) for the remainder of the trip. A by-product of this change is the elimination of the need for a cab-signal-equipped lead unit for use over Amtrak and certain Conrail territory. These trains now run as R402 and R403, and business appears to be picking up once again under Susquehanna a stewardship.

CSX (B&O) runs a pair of trains at the north end of Potomac Yard to and

EKTACHROME JIM BOYD

BROAD STREET STATION in Richmond was well into its own twilight in November 1967 when a pair of E8s had No.86, the *Everglades* from Jacksonville, ready to head north. Two GP40s and an FP7 (below) were northbound near Lorton in June 1972.

28, 1988. It's mid-morning, and the weather is overcast and rainy with the temperature in the 50s. At the motor pit, GP40-2 145 and GP35 134 are waiting for their assignment. Aboard are Engineer Leon Stockwell, Brakeman Wayne Montgomery and Special Agent Tom Grubbs, our guide and safety overseer for the trip. Greetings are exchanged all around, and Wayne graciously departs for the rear cab to provide seats for the visitors up front. Conductor L.W. Whitley is already settled in the "van" (Virginia's law requiring cabooses had at the time of our trip been repealed, but the effective date was still a month away).

In keeping with standard RF&P practice, the odd-numbered 145 is facing south, and the even-numbered 134 faces north. Today's train has 49 cars of solid TOFC, mostly UPS trailers for the south. After doubling the train out onto the yard lead and a brief pause for the air to build. Leon eases the train effortlessly into motion. No sooner is it rolling down the main when the first Amtrak of the day, *Colonial* 94, passes as it pulls into the curved station platform at Alexandria.

Passing through AF Interlocking where the Southern splits off for Manassas and Charlottesville, our train begins to feel the influence of Franconia Hill, the ruling grade southbound. Run 8 produces a steady speed of about 30 m.p.h. to the summit at Franconia; because RF&P's grades are relatively easy and trains light and fairly short, the railroad has a motive power fleet completely devoid of dynamic brakes. Leon comments that, although he has had experience with them on other roads, he doesn't feel that they would add significantly to the operation here.

As we pass *Auto-Train's* momentarily-quiet terminal at Lorton,

KODACHROME JIM BOYD

Va., we're running at the freight track speed of 50 m.p.h. on the left-hand main. The Florida overnighter has discharged its passengers and is now being cleaned and restocked for tonight's southward voyage.

Signaling at the northernmost end of the RF&P has masts facing in both directions on both tracks; however, once past Ravensworth, signal heads face only in one direction on each track. Signal indications are received over the cab signal system only while running "opposite" main. This, coupled with the volume of Amtrak service, the cost of adding additional wayside signals and the aftermath of the Conrail/Amtrak Chase, Md., disaster, will probably result in the continued use of the cab signal/automatic train control system well into the future—this is good news for railfans, as it will tend to keep RF&P power in the lead and discourage the indiscriminate use of CSX power on the RF&P.

The northern portion of the line (roughly, that above Fredericksburg) travels over and alongside water much

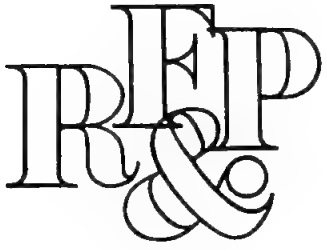
AT ACCA YARD in Richmond (top), three RF&P Geeps were backing into the clear to hand over their piggyback train to three Seaboard GE units in July 1983. The RF&P main line runs through the middle of Ashland, Va., as shown here in November 1983.

TWO KODACHROMES JIM BOYD

of the distance. It is here that the Potomac River and Chesapeake Bay, with their scores of feeder streams and creeks, make their presence known. Boats of all types, pleasure and work, power and sail, are in ample evidence along the line.

Approaching Fredericksburg, radio chatter reveals a problem to the south; a local storm has knocked out signal power from Milford to Doswell. The train comes upon the first restricting signal of the run, an approach. The next signal indication is red, and we are given authority to proceed at restricted speed, stopping at all dark signals and checking switch points for proper alignment. The next 20 miles seem interminable as the train creeps along, blocking Amtrak 89, the *Palmetto*, to the rear from running around, as would normally be done here.

Northbound *Silver Star* 82 passes on the opposite track, and finally the first lighted signal in over an hour winks a cheery green "proceed." Leon hauls back on the throttle, and quickly gains track speed once more. A few miles further, we pass through the lovely town of Ashland, where time seems to have stood still for 100 years. The railroad runs down the center of the main street, with stately old homes and huge shade trees on both sides.



On the southern part of the road, the terrain has changed noticeably. Rolling hills and lush farm fields filled with corn, tobacco, soybeans and hay abound; lots of rural road crossings intersect the right of way, and curves become more frequent and longer. The modern, low-slung Amtrak station at Greendale announces our arrival in the Richmond area, and Leon begins to slow the train for our entry into Acca Yard.

The train eases to a halt just about three o'clock opposite the yard office and just short of the junction of the north leg of the wye leading out onto the James River Branch, CSX's former ACL line running southward. In a few moments, the RF&P EMDs will be exchanged for a set of CSX U-Boats, and the train will be rolling again on its southward journey.

Bryan Park, RF&P's modern, fully-equipped service facility, is located adjacent to Acca, along its western border. Here the railroad is capable of all types of heavy repair on its locomotive fleet, as well as freight car maintenance. The leads alongside the engine house can be host at any one time to power painted in CSX, Chessie, Seaboard, Family Lines, C&O and B&O colors, as well as RF&P's blue and gray.

At about 5:00 p.m., Number 172, the northbound *Orange Blossom Special*, pulls into Acca behind a trio of Chessie U36Bs, which are exchanged for RF&P GP40-2 142, Chessie U30B 5352 and RF&P GP40 123. Tonight's consist is 64 cars of loaded piggyback trailers and two empties, for a total of 5440 tons. This will keep our 9000 horses on their toes for the entire trip. Engineer Bruce Powers works 'em hard to achieve track speed on the rolling climb out of Acca Yard. Shortly out of town we meet the southbound *Auto-Train* with its usual P30CH power and long string of auto carriers on the rear.

The trip is relatively uneventful, with none of the signal problems we encountered on the southbound run. The *Orange Blossom Special* is a little under powered and is struggling to maintain track speed, but otherwise it is the type of typically efficient run that has kept the RF&P a valuable property over the years. Darkness catches up with us at Fredericksburg.

It's only about an hour later when we pull into Potomac Yard for a snappy crew change. The *Orange Blossom Specials* do not actually yard at PY but stop on the main at the foot of the abandoned southbound hump tower, where the engine crews perform a quick exchange of greetings and information. Then the train eases ahead, and the rear crews change on the fly. With the elimination of cabooses, this interesting practice will be no more.

Looking toward tomorrow

The RF&P can be a rewarding railroad to chase and photograph. Lots of color in the motive power department, gorgeous scenery all along the line, plenty of passenger and freight action in daylight hours and a well-maintained property all add up to great railfanning.

The RF&P's fortunes are closely tied to CSX, and it appears that only the minority ownership of the State of Virginia and Norfolk Southern have kept it from becoming just another historic name under the CSX banner. There is little doubt that this vital link between North and South will continue to thrive, but whether or not it remains independent with its own particular shades of blue and gray may be determined by influences well beyond its immediate control. For now, however, it remains one of the last of the historic regional railroads of the Eastern Seaboard.

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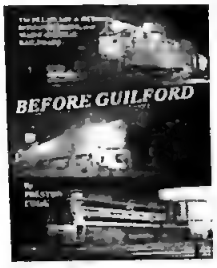

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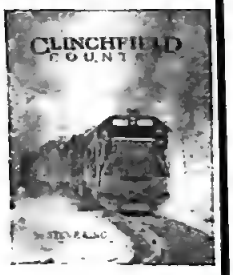

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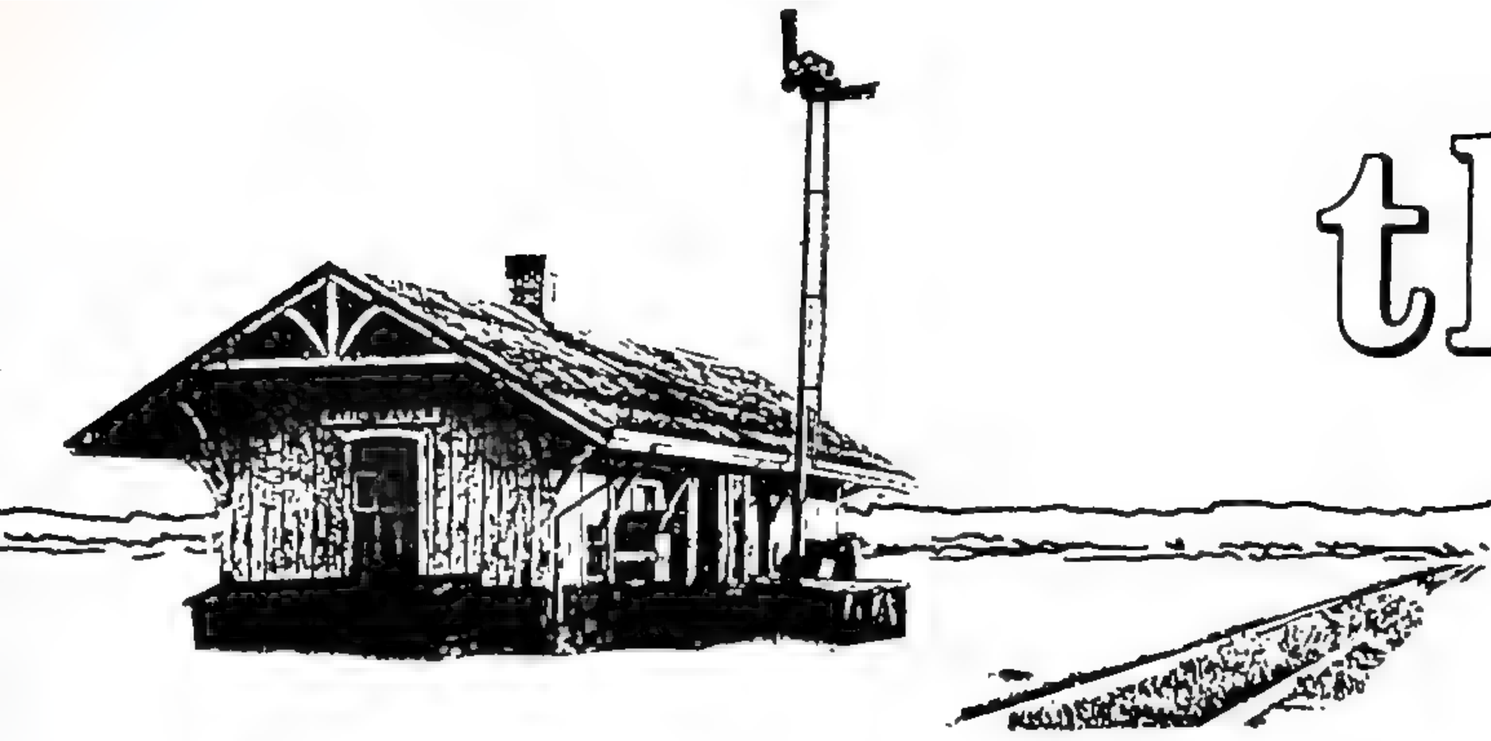

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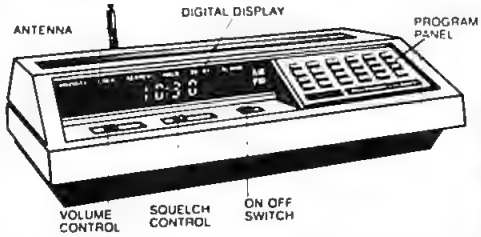

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Steam returns to Maine

by Jim Boyd

The Canadian Pacific Railway completed its line from Montreal to the Atlantic seaport of Saint John, New Brunswick, on December 10, 1888, and the centennial of that event was celebrated with ceremonies at Packard Brook, Maine, on December 9, 1988 (March 1989 MARKERS). The International of Maine Division did not officially open for through traffic, however, until June 2, 1889. And *that* event was marked in grand fashion by CPR's new Canadian Atlantic Railway with four days of steam operation in June 1989.

With the event organized for the CAR by Bruce Nett, who authored the series on "Canadian Pacific's Maine Line" in the May-July 1989 R&Rs, the railway brought in CPR 4-6-2 1201, owned by the National Museum of Science & Technology in Ottawa and operated by the Bytown Railway Society. The last steam locomotive built by CPR's Angus Shop (in 1944), G5a 1201 has been running excursions on various routes in eastern Canada for the Ottawa museum and ventured out to Craigellachie, B.C., in 1985 as the star attraction in the centennial of the completion of CPR's transcontinental line.

The stage was set for the Canadian Atlantic festivities when the 1201 and train were brought into Megantic, Quebec, behind diesels on Thursday, June 1. On Friday morning the 1201 steamed east on the CAR with a consist representing the "Scoot" mixed train that had served the line uninterrupted for 74 years. A freshly painted boxcar lettered "Canadian Atlantic Railway" provided the "mixed" in the train of coaches and

PHOTOGRAPHY KODACHROMES, JIM BOYD

International of Maine Division

CPR 4-6-2 1201 made a photo runby over Onawa trestle on June 3, 1989, and then posed at Brownville Junction with Canadian Atlantic Ry. RS23 8023 and boxcar 198957.

a "van," topped off by a business car. Aboard were railroaders, their families, shippers, local dignitaries, the press and invited guests. Stops were made at Jackman and Greenville, and a photo runby was made on Ship Stream Trestle before arrival in Brownville.

Brownville Junction spent the entire weekend with parades and celebrations, and the "Scoot" started out Saturday morning by giving the local folks a chance to ride the train as it backed out to the Onawa trestle for another photo runby and then returned to Brownville Junction. On display there were CPR's exhibit train, Baldwin DRS4-4-1000 8000 and RS23 8023, the only locomotive lettered for Canadian Atlantic.

In early afternoon, the "Scoot" departed eastward. Arriving at McAdam, N.B., local passengers were loaded up for a trip about 20 miles east to Harvey, where the 1201 ran around the train and brought it back to McAdam for the night—and a night photo session.

On Sunday the train headed for Saint John, where it arrived in early afternoon. After speeches at the depot, the 1201 was turned on CN's turntable and hauled the train up a steep grade and across the Reversing Falls Bridge to CAR's shop and yard on the north side of town. For the rest of the day the 1201 and train shuttled riders down to the bridge and back. The train and open house at the locomotive and car shop were big hits with the railroaders and townsfolk. The kids were all running around with visor caps proclaiming "Future CAR Customer."

The railroad was very happy with the reception from the public, shippers and the press that it got, and the whole affair certainly put the energetic Canadian Atlantic into the spotlight. On Monday the 1201 and her train made the run back to Megantic, and the next day diesels took them on to Ottawa. ⊂

THE RECREATED "SCOOT" mixed train departed Brownville Junction over the Pleasant River bridge on June 3, bound for McAdam. That evening it rolled out of McAdam (below) with a turn-around trip to Harvey, N.B., for the local folks in McAdam.

LIGHTING: JIM BOYD, TIM FRANZ and GREG NAZAROW

THE SCOOT CONSIST spent Saturday night parked behind the huge McAdam depot. The next morning, as the fog rolled off the small lake just east of the depot, the eastbound *Atlantic* made its station stop with the F40 and F9B at the fuel rack alongside an all-MLW consist headed up by M630 4569 in shabby paint that was not typical of the railroad.

THE REVERSING FALLS BRIDGE in Saint John carries the railroad over the Saint John River. After arriving from McAdam, the 1201 was turned on the CN turntable and hauled the train up the hill to the CAR yard and shop on the north side of town, crossing the bridge here westbound. It wrapped up Sunday with shuttle trips between the yard and bridge for local passengers.

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Markers

BY JIM BOYD

ARTWORK, SEPTA

THE NEW NORRISTOWN CARS being built by ABB Traction and assembled at Amtrak's Beech Grove Shop will look very much like this artist's rendering. A more angled Bullet-like nose was moderated to ease construction and maintenance. The first ABB cars are to arrive in Philly by December.

Rediscovering the Norristown Line

My first encounter with the Norristown line was in August 1966 on my first railfanning trip into the Northeast. The North Shore Line, which I had ridden to school in Milwaukee until the railroad was shut down in January 1963, was still fresh in my mind, and the trip to Philadelphia had nothing to do with Bullet cars (and I wouldn't have known a P&W Strafford car or Red Arrow Brilliner if I'd seen one). I was after my old friends, the *Electroliners*, and they were the only reason that I even knew that the Norristown line existed (the two articulated streamliners had been sold to the Red Arrow Lines after the abandonment of the North Shore).

Mike McBride, Dale Jacobson and I went to the Norristown terminal and waited as the 803/804 came rolling across that awesome Schuylkill River bridge. The paint job on the outside was different, but the *'Liner* seemed unchanged on the inside, right down to the number stenciled in the 803's cab. And it was quite a kick to sit in that familiar railfan seat to watch the railroad fly by.

I came away amused but relatively unimpressed. The *'Liner* seemed very out of place on the hilly, curving and bumpy Red Arrow line. The ride was slower than the North Shore's 80+ m.p.h., and Philly's suburban hills certainly didn't permit the miles of manicured tangent that typified the Milwaukee run. The train seemed to lurch around a lot, and the trip was much too soon over. We rode the Market Street subway down to City Center, tagged 30th Street Station and walked

FORMER NORTH SHORE LINE *Electroliner* 803-804 rolled across the Schuylkill River bridge toward the Norristown terminal in August 1966. On Sunday, June 18, 1989, the last serviceable Strafford car, 162 (right), paused at the new SEPTA Norristown Transportation Center station.

EXTACHROME, JIM BOYD

over to Reading Terminal (which looked from the street like a department store but had one heck of an electric train set in the attic). We rode a Reading Silverliner m.u. back to Norristown and then drove off for Allentown and points East.

"Yeah, I saw the *'Liners*, but they're just not the same," was my general impression of the Norristown line for the next decade or so—even after moving to New Jersey in 1971. The P&W was only about two hours away, but it never quite seemed to be worth a trip. There were too many other distractions. On the one or two occasions when I happened to find myself around the P&W, the weather always seemed to be poor or I was in a hurry to be somewhere else. Besides, it just wasn't as good as the North Shore.

Sometime in the mid-1980s it began to dawn on me that the Bullet cars were *still* around. "I gotta get down there," I kept promising myself, but something else always seemed more important somewhere else. When the Chicago "L" cars arrived I pretty much gave up on the Norristown Line as a lost cause. Damn . . . another one got away.

Then came the news that the CTA cars and Bullets were "incompatible." Well, surely the CTAs will prevail and the Brills are doomed even more. For some reason, the fact that the Bullets were running "only on Sunday" didn't seem quite real. They couldn't be the *only* things running on Sunday. In a world where the mundane will always overwhelm the interesting, it couldn't be like the old days. I was not about to waste a sunny weekend just to get "L" cars and maybe a floundering Bullet or two.

When Don Kaplan asked if I would be interested in a feature article on the Bullet line, I jumped at the chance. Maybe he could sort this mess out for me.

Don did a fine job, as you can see in this issue (and next month). I began to understand what I'd been missing. I learned about Strafford cars and why the Bullets are the preferred equipment over the CTA cars (the latter require two-man crews, while the Bullets and Straffords need only one man). And when I saw Don's photos, that old traction fever began to heat up.

Over the winter of 1988-89 SEPTA resolved its problems with the anticlimbers on the CTAs and Bullets, and by spring the railroad was running "the way it should." The bad news was that the new ASEA cars were on the way, but the good news was that they wouldn't be here until December 1989.

I had one more summer to make up for lost time. But there was the steam into LAUPT and Cass and the Canadian Atlantic "Scoot" weekends, and somehow summer was already in full swing and I still hadn't taken that two-hour drive to Norristown.

Doing a final edit on Kaplan's manuscript finally did the trick. There were a few things that needed to be resolved (was the old Norristown station torn down yet . . . exactly where was the new terminal . . . was the tile mosaic still on the corner of Main and Swede?).

I was busy until late Saturday night helping Marc Balkin work on his videotape of "Steaming to L.A." and didn't exactly bound out of bed at the crack of dawn when Sunday, June 18, turned out to be the first sunny day in over a week. It was about noon by the time I finally got rolling. I headed down through Bethlehem and Quakertown (shades of the Lehigh Valley Transit) before catching the Pennsylvania Turnpike to Norristown.

My questions were quickly answered about the Norristown terminals (about half of the old terminal trackwork is gone . . . the new terminal is one block away . . . the tile on the sidewalk will probably outlive us all). The new station looked like a construction site, but within a few minutes a train arrived—a Bullet car, of course. With service every half hour, I let that 3:35 car (208) go so I could complete some photography and find a proper place to park my car (in the ex-Reading DeKalb Street station lot).

The 209 arrived a little before four o'clock, and I almost missed the trip when I discovered that they required "exact fare" and all I has was a ten dollar bill for the $2.05 ride. A railfan I'd been talking to on the platform had a five and singles, and at 4:05 I headed out over that same long bridge I remembered from 1966. You could hear the gears whine like Kaplan described, and I was completely

JIM BOYD

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OCTOBER ISSUE ON SALE SEPTEMBER 1.

unprepared for the airy pleasure of *open windows*—not just open a couple of inches, but *wide* open, all the way to the top!

The ride that I'd compared unfavorably to the North Shore 23 years ago was just plain fun. Gads . . . that *was* 23 years ago . . . and the Bullets are still here and the railroad hasn't changed. The *'Liners* really were out of place. The way to see the P&W is from a Bullet . . . in the summer on an 83° day with the breeze blowing through the open window.

The car bounded along the track, swaying from side to side and galloping over the rail joints. Kaplan mentions (in next month's installment) that the Bullets have been rough on brake shoes since they were built, and the braking action I felt through the floor was something akin to fingernails on a blackboard. This really is 1920s technology (just overlook the radio and the digital speedometer that topped out on one stretch at 60).

The terminal at 69th Street revealed its mysteries to me (the P&W now has a stub terminal . . . the Market Street Subway comes along parallel but down one level . . . and the Red Arrow streetcar line still has that patch of open switchwork in the middle of the West Chester Pike street trackage). You really can get nice photos of the shop area in the afternoon from the SEPTA parking lot, but the chain link fence on the west end of the passenger terminal makes photography of the P&W and subway turning loop a challenge. It was just about the longest day of the year, though, and the lighting was perfect. Red, white and blue Strafford car 164 was nicely posed outside the shop along with the two handsome traction orange line cars, and the Tuscan Strafford 162 was tucked in

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ANNOUNCEMENTS

8TH ANNUAL MODEL RAILROAD Flea Market and Railroadiana Show, Brown Derby Restaurant I-90 and SR 306, Mentor, OH, Sunday, October 8, 1989, 10 A.M. to 4 P.M. admission: $2.00, family $4.00. under 12 free. Contact Pierre Campbell 216-964-6257 or Bill Hutchison 216-992-9507. 1931 E. Prospect Rd. #401, Ashtabula, OH 44004. 989R

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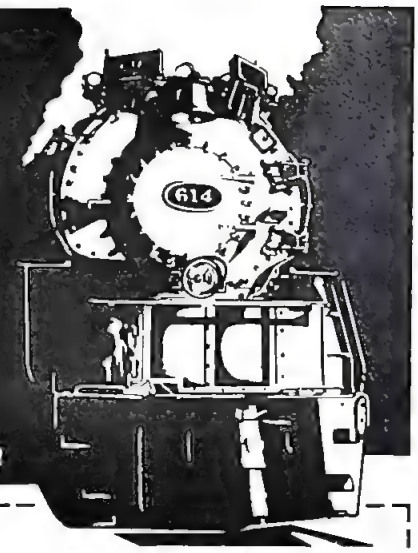

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beside the shop on live rail and quietly purring to itself.

I caught the 5:30 Bullet (203) back to Norristown, again enjoying the open windows, the "railfan seat" up front on the right side and the unobstructed view of the motorman and the line ahead. The rockin' rollin' roller coaster ride was just as much fun the second time. We arrived at the new Norristown station a few minutes before 6:00, and I was the last one off the car.

There had been quite a few passengers, and most who rode all the way to Norristown were flashing commuter passes. I was one of the few to offer up the $2.05 fare in cash. The motorman was obviously having trouble with the farebox and asked me to use the one at the other end of the car. "This thing's been giving me trouble all day, but this is the last time I'll have to deal with it. They're pulling this car out of service when I get to 69th Street and giving me the Strafford car for the rest of my shift."

They're *what*!?!

Of course they were going to put the 162 on the road. Because I was out of film! (That third box of Kodachrome I had in the bag had turned out to be an upside-down empty.) He said that the Strafford would be on the 7:05 out of 69th Street.

After a frantic search through a very closed-down Norristown on Sunday evening, I found a super market in a mall that had one roll of K64 and took off down the Schuylkill Expressway for Upper Darby. Now I know why the P&W is a valuable transportation link between Norristown and the west side of Philly. As they say Down East, "you can't get there from here." The 13½ rail miles took

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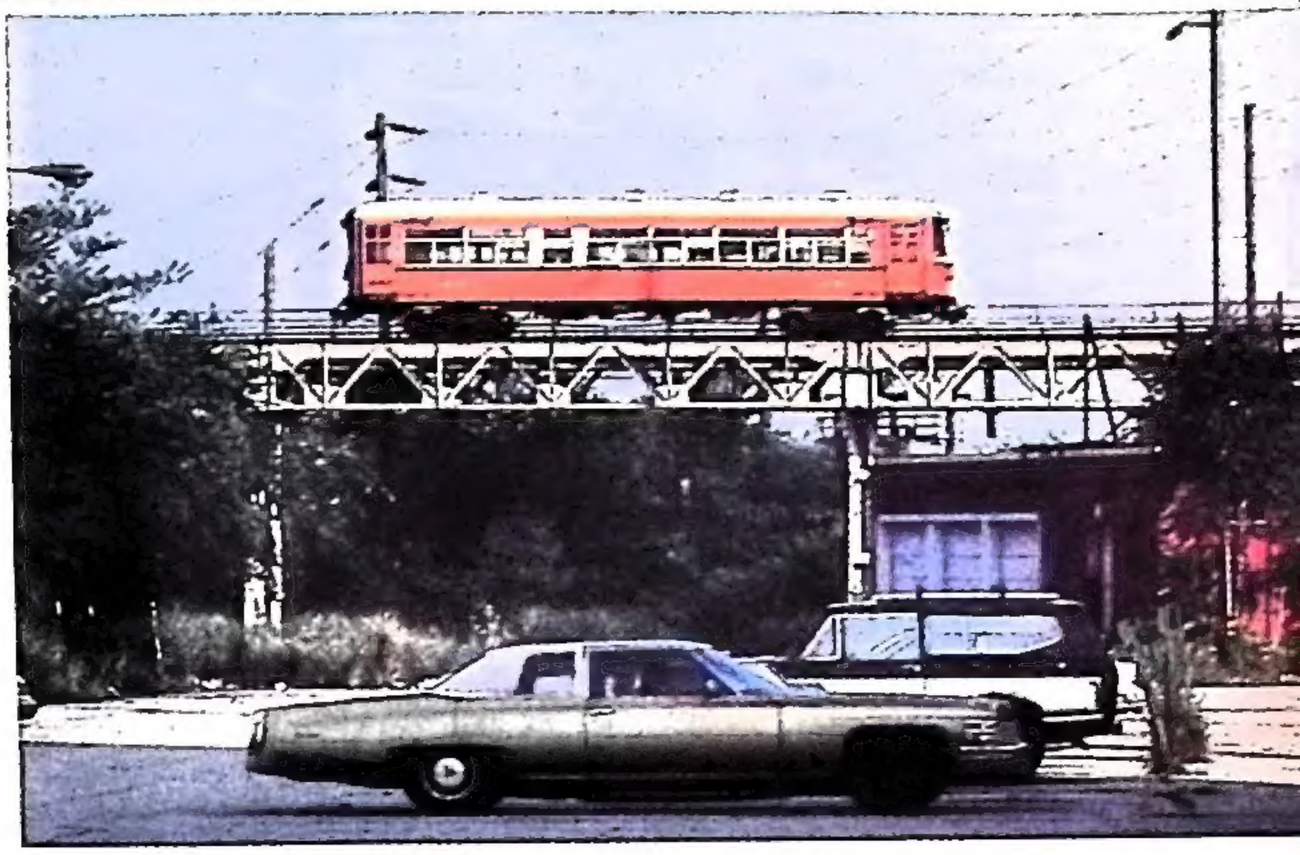
KODACHROME MIKE DEL VECCHIO



AN ORANGE LIVERY was tried on a couple of Bullets and a Strafford car (above, at Norristown in August 1984) in the early 1980s. Bullet 203, outbound at Beechwood-Brookline (below) on May 24, 1988, is typical of today's action on SEPTA's Norristown line.

ABOVE AND BELOW, KODACHROMES, DONALD R. KAPLAN

EKTACHROME JIM BOYD

A BULLET CAR in the Red Arrow Tuscan red paused at the Norristown Terminal above Swede Street in September 1966. That livery survives today only on Strafford car 162 (below), shown at the Upper Darby Shop with sister 161 and Bullet 209 on May 31, 1987.

KODACHROME STEAMSCENES / NILS HUXTABLE

SIERRA RAILROAD 2-8-0 28 powered a chartered mixed train for a group of 20 fans on May 12, 1989, providing numerous photo opportunities such as this runby staged at Keystone, California. It was arranged by Steamscenes, Whistle Stop Hobby Shop of Sacramento and Trains Unlimited Tours.

A NIGHT PHOTO SESSION was held at Flemington, N.J., (below) on June 10, 1989, on the Black River & Western with BR&W T6 56 and Morristown & Erie C430s 16 and 17 (see page 40). Group sessions like this may become rare as Sylvania ceased production of all flashbulbs. See CAMERA BAG for details.

me over 45 minutes, and I arrived just as the 162 rolled out of the shop for the terminal.

My motorman friend was more than a bit surprised when I showed up about three minutes before departure and hurriedly cranked off platform photos before boarding the car. The Bullets are 1931 lightweights, but the Straffords are pure North Shore cars on the inside. Big, traditional front windows . . . a brass stand-up controller . . . wooden lining on the vestibule ceiling . . . resistors and crap under the roof.

We rolled out right on time with a reasonably good load of passengers, few of whom seemed to notice that they were riding in a time machine. After 7:00 in the evening, even on the longest day of the year, the sun gets golden and the woods begin to cool in the shadows. A Strafford car rides a little better than a Bullet, but it's anything but tame. The gears howl and the wind whips in through the windows. This should be a museum or some damned fantrip . . . or 1933!

I almost resented the fact that this might have been the first revenue trip of a Strafford car into the new Norristown terminal, which had opened up for service only 56 hours earlier (1:00 p.m., Thursday, June 15, 1989). There should be nothing special about this trip. It is a 1927 interurban car in regular revenue service in 1989. I completed my second round trip of the day by returning with the 162 to 69th Street along with about a dozen other passengers. The only surprise came when we paused at the shop to let a worker empty the farebox and the motorman whistled to motion a couple of employees over the crosswalk. The Strafford has a classic, mellow trolley air whistle.

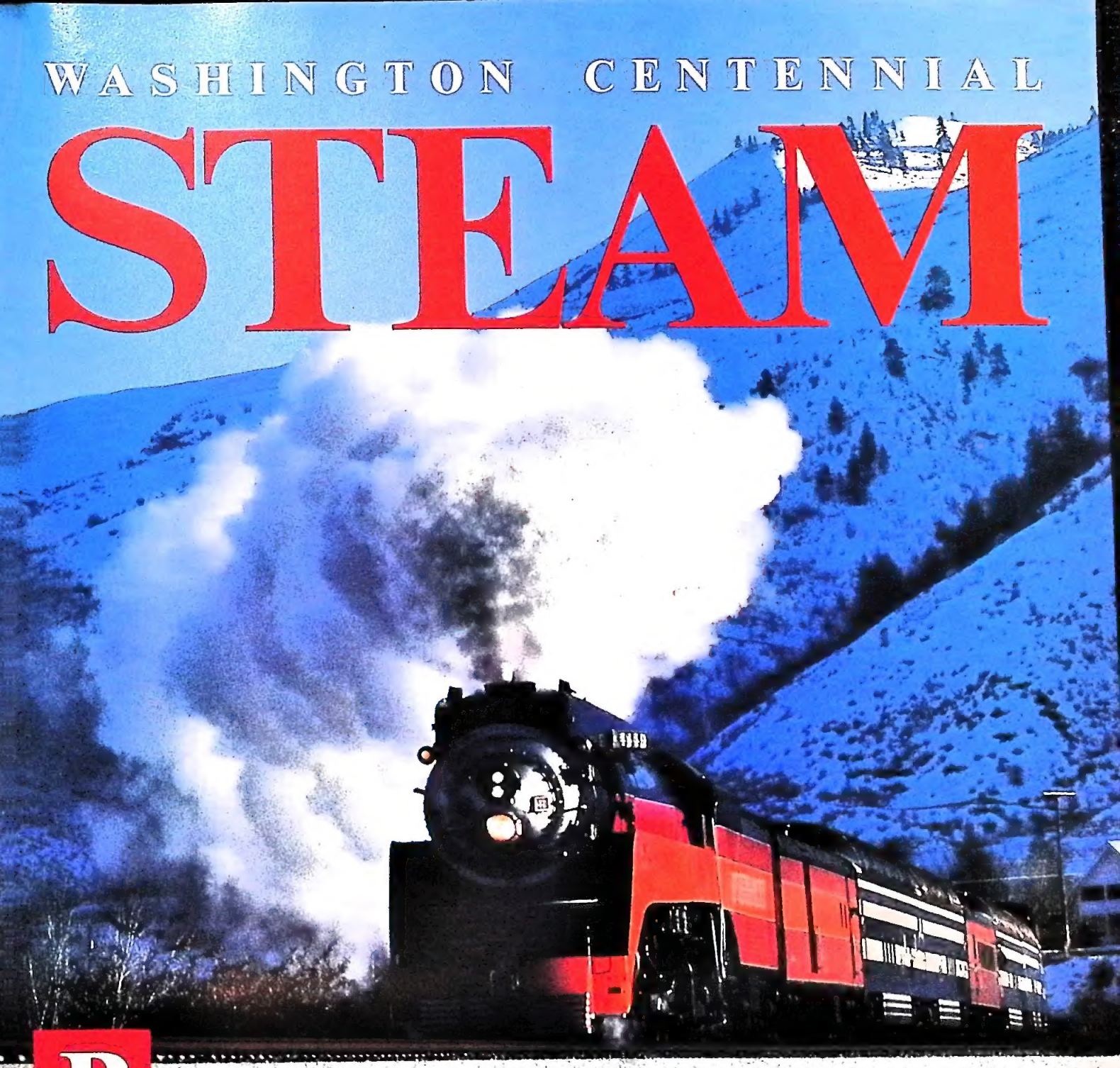
When I got back to New Jersey, I was like a sinner who'd just Seen The Light. I was ranting and raving to anybody who'd listen about what a great ride the P&W is. And you, my dear reader, if you've made it this far, are may latest victim. I want to reach off the page, grab your lapels and say, "What are you waiting for? The Bullets and the Strafford only have one more summer before a.c. induction motors get rid of the whine and air conditioning and FRA glazing do away with summer breezes through open windows. The time is *now*, Brother. The time is now!

Jim

KODACHROME: JIM BOYD / LIGHTING: STEVE BARRY, KERMIT GEARY JR. and FRED JONES

WASHINGTON CENTENNIAL

STEAM



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